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Park et al.

(10) **Patent No.: US 11,004,450 B2**
(45) **Date of Patent: May 11, 2021**

(54) **DIALOGUE SYSTEM AND DIALOGUE PROCESSING METHOD**

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(73) Assignees: **Hyundai Motor Company**, Seoul (KR); **Kia Motors Corporation**, Seoul (KR)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 199 days.

(21) Appl. No.: **16/207,540**

(22) Filed: **Dec. 3, 2018**

(65) **Prior Publication Data**

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(30) **Foreign Application Priority Data**

Jul. 3, 2018 (KR) 10-2018-0077027

(51) **Int. Cl.**
G10L 15/22 (2006.01)
G10L 15/30 (2013.01)
G10L 15/18 (2013.01)

(52) **U.S. Cl.**
CPC ***G10L 15/22*** (2013.01); ***G10L 15/1815*** (2013.01); ***G10L 15/30*** (2013.01)

(58) **Field of Classification Search**
CPC G10L 15/22; G10L 15/1815; G10L 15/30
See application file for complete search history.

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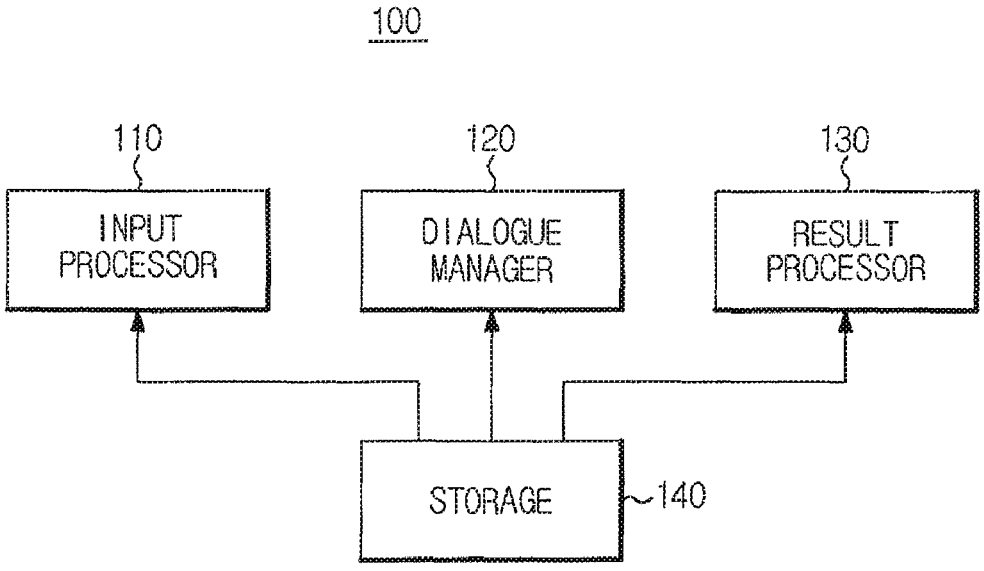
(74) *Attorney, Agent, or Firm* — Mintz Levin Cohn Ferris Glovsky and Popeo, P.C.; Peter F. Corless

(57) **ABSTRACT**

A dialogue system for a vehicle may include: an input processor configured to receive a dialogue among occupants of the vehicle including a driver and at least one passenger, to detect vehicle operation information, to identify the at least one passenger based on the dialogue among the occupants or the vehicle operation information, to generate passenger number information which estimates a change in a number of passengers in the vehicle based on the dialogue among the occupants when the vehicle arrives at a stop-over point, and to acquire a pre-utterance message according to the passenger number information; and a result processor configured to output a pre-utterance according to the pre-utterance message.

22 Claims, 63 Drawing Sheets



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* cited by examiner

FIG. 1

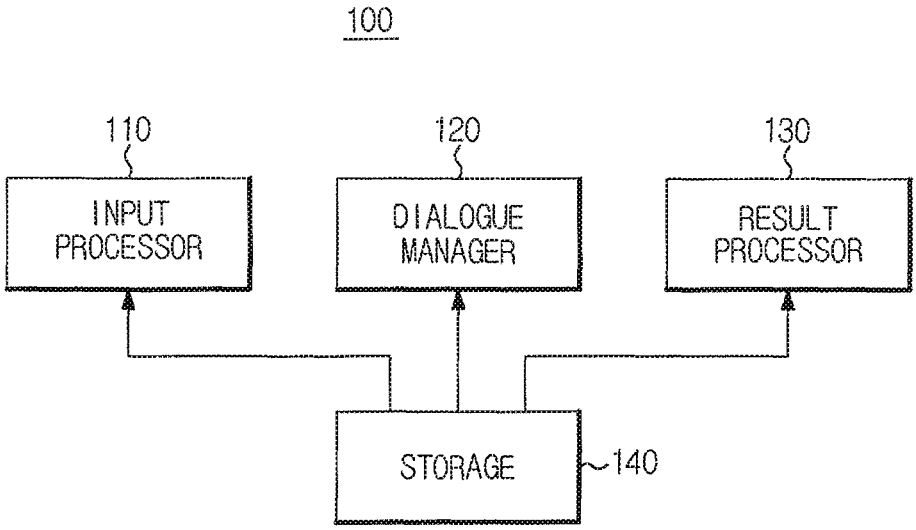

100
110
INPUT PROCESSOR
120
DIALOGUE MANAGER
130
RESULT PROCESSOR
STORAGE
140

FIG. 2A

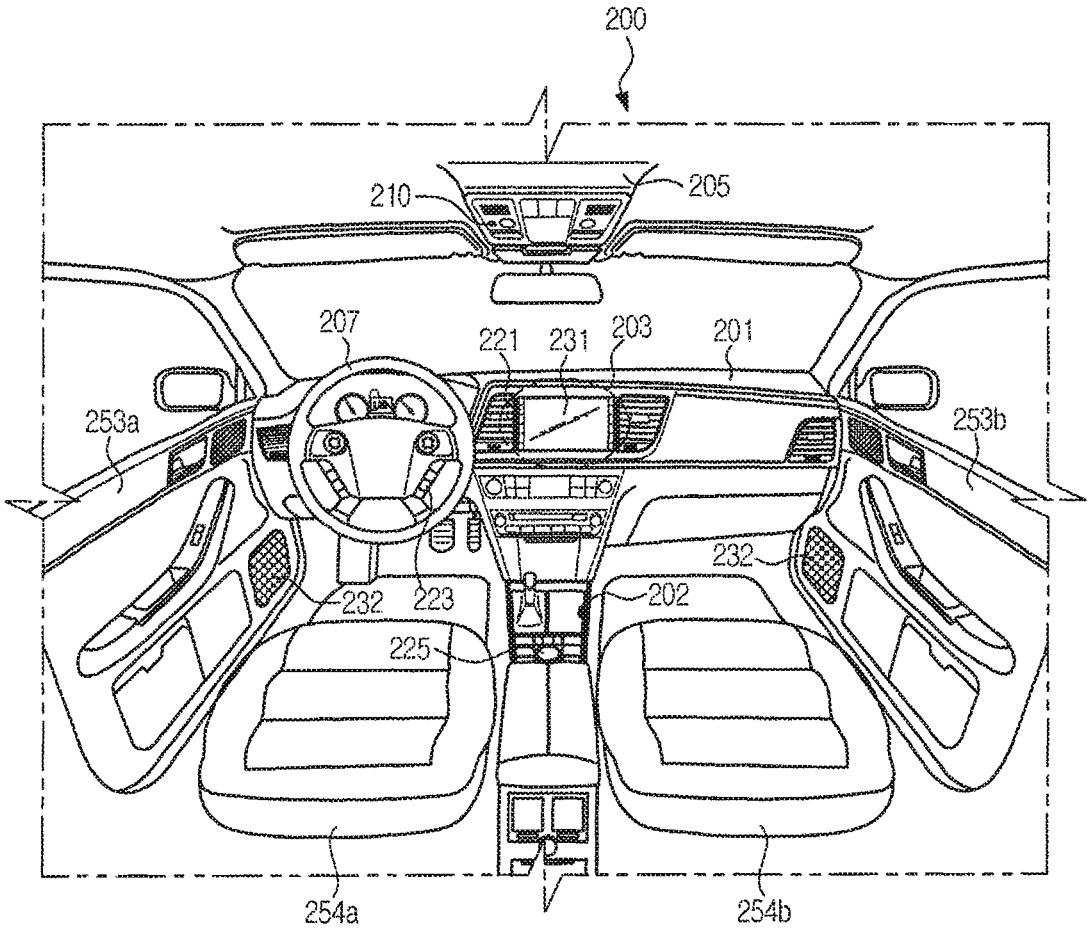

200
210
205
207
221
231
203
201
253a
253b
232
232
223
202
225
254a
254b

FIG. 2B

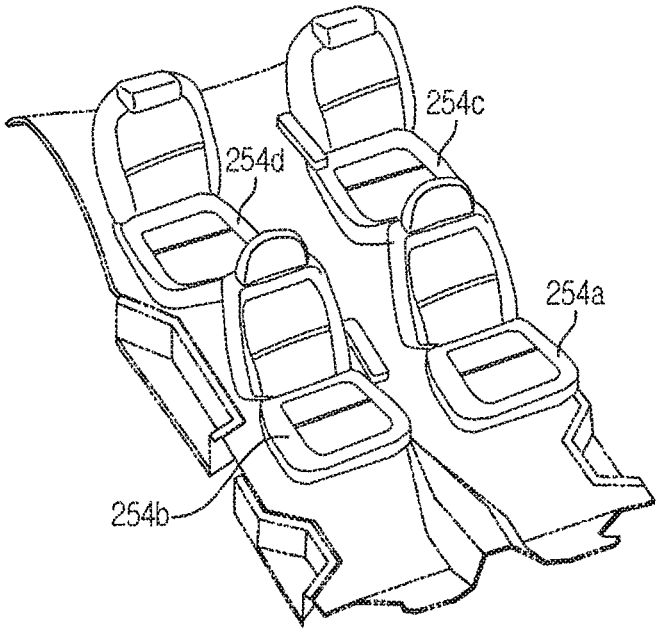


FIG. 3

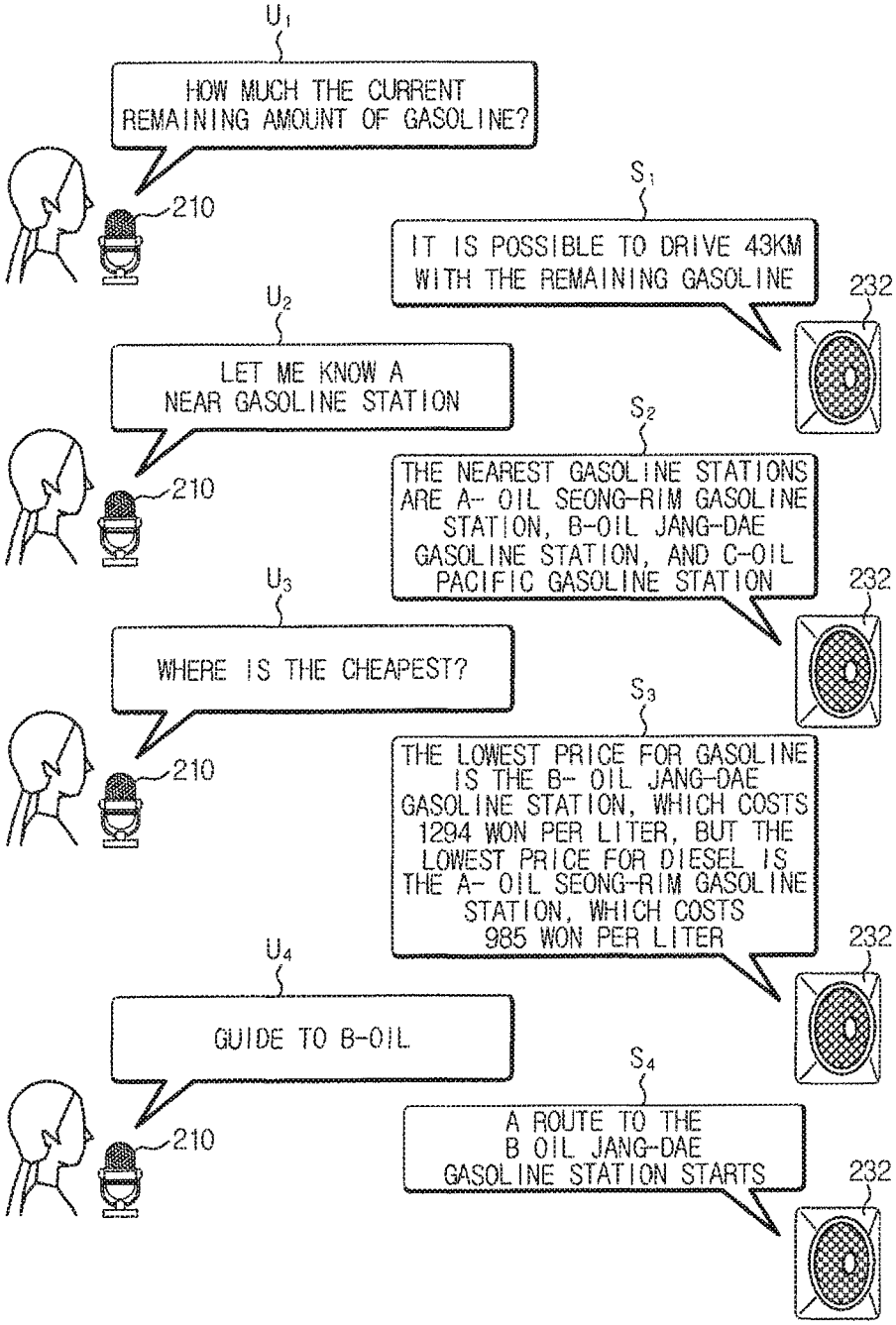

U1
HOW MUCH THE CURRENT REMAINING AMOUNT OF GASOLINE?
210
S1
IT IS POSSIBLE TO DRIVE 43KM WITH THE REMAINING GASOLINE
232
U2
LET ME KNOW A NEAR GASOLINE STATION
210
S2
THE NEAREST GASOLINE STATIONS ARE A- OIL SEONG-RIM GASOLINE STATION, B-OIL JANG-DAE GASOLINE STATION, AND C-OIL PACIFIC GASOLINE STATION
232
U3
WHERE IS THE CHEAPEST?
210
S3
THE LOWEST PRICE FOR GASOLINE IS THE B- OIL JANG-DAE GASOLINE STATION, WHICH COSTS 1294 WON PER LITER, BUT THE LOWEST PRICE FOR DIESEL IS THE A- OIL SEONG-RIM GASOLINE STATION, WHICH COSTS 985 WON PER LITER
232
U4
GUIDE TO B-OIL
210
S4
A ROUTE TO THE B OIL JANG-DAE GASOLINE STATION STARTS
232

FIG. 4

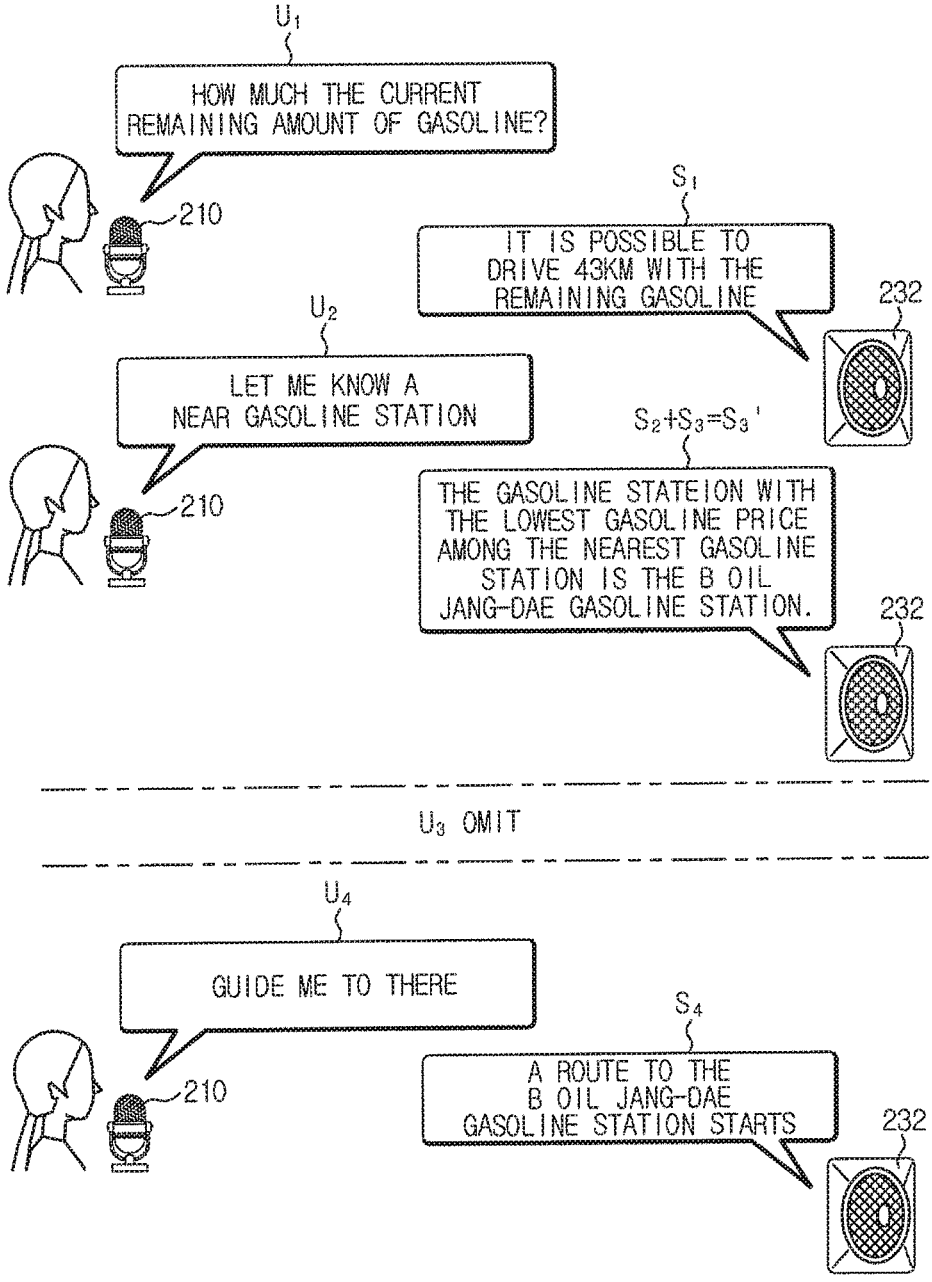

U1
HOW MUCH THE CURRENT REMAINING AMOUNT OF GASOLINE?
210
S1
IT IS POSSIBLE TO DRIVE 43KM WITH THE REMAINING GASOLINE
232
U2
LET ME KNOW A NEAR GASOLINE STATION
210
S2+S3=S3'
THE GASOLINE STATEION WITH THE LOWEST GASOLINE PRICE AMONG THE NEAREST GASOLINE STATION IS THE B OIL JANG-DAE GASOLINE STATION.
232
U3 OMIT
U4
GUIDE ME TO THERE
210
S4
A ROUTE TO THE B OIL JANG-DAE GASOLINE STATION STARTS
232

FIG. 5

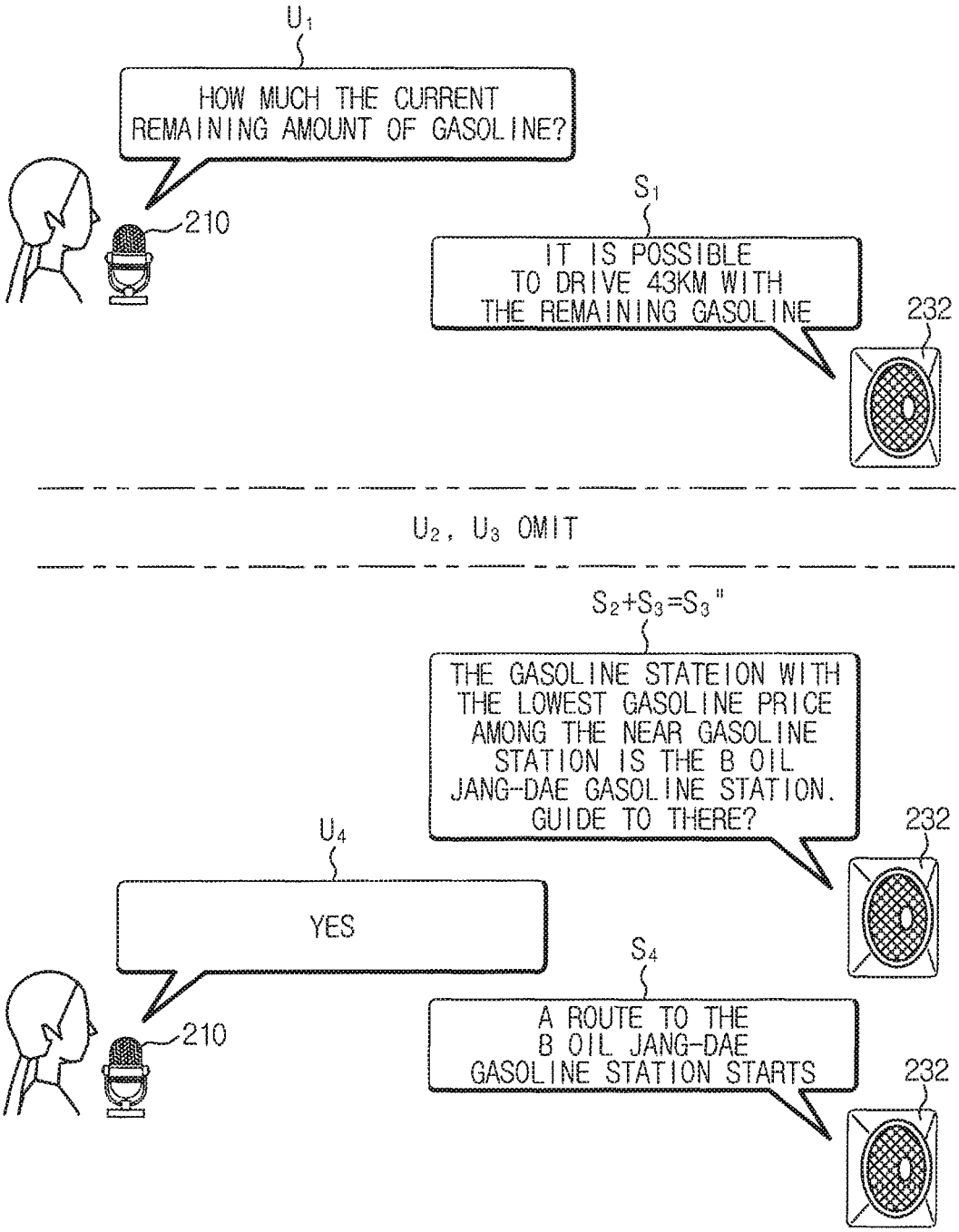

U1
HOW MUCH THE CURRENT REMAINING AMOUNT OF GASOLINE?
210
S1
IT IS POSSIBLE TO DRIVE 43KM WITH THE REMAINING GASOLINE
232
U2, U3 OMIT
S2+S3=S3"
THE GASOLINE STATEION WITH THE LOWEST GASOLINE PRICE AMONG THE NEAR GASOLINE STATION IS THE B OIL JANG-DAE GASOLINE STATION. GUIDE TO THERE?
232
U4
YES
210
S4
A ROUTE TO THE B OIL JANG-DAE GASOLINE STATION STARTS
232

FIG. 6

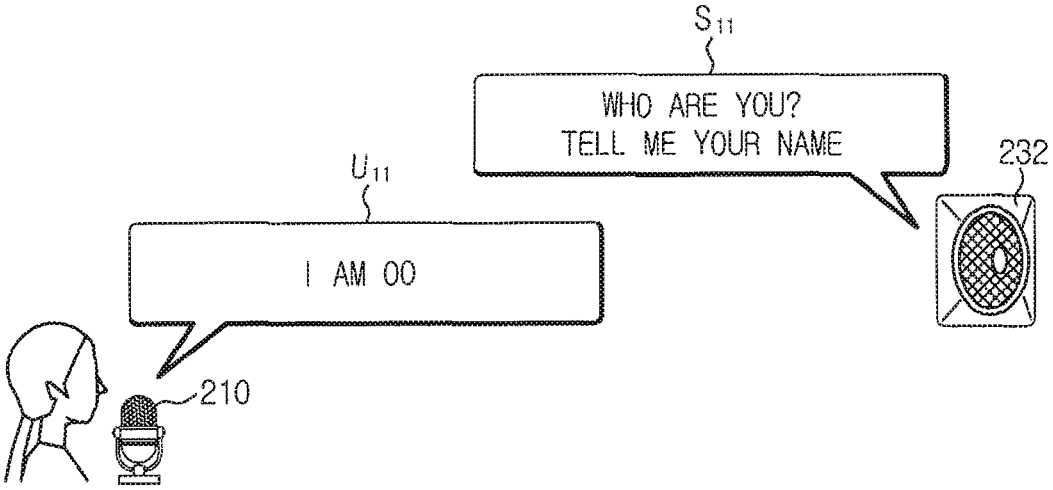


FIG. 7

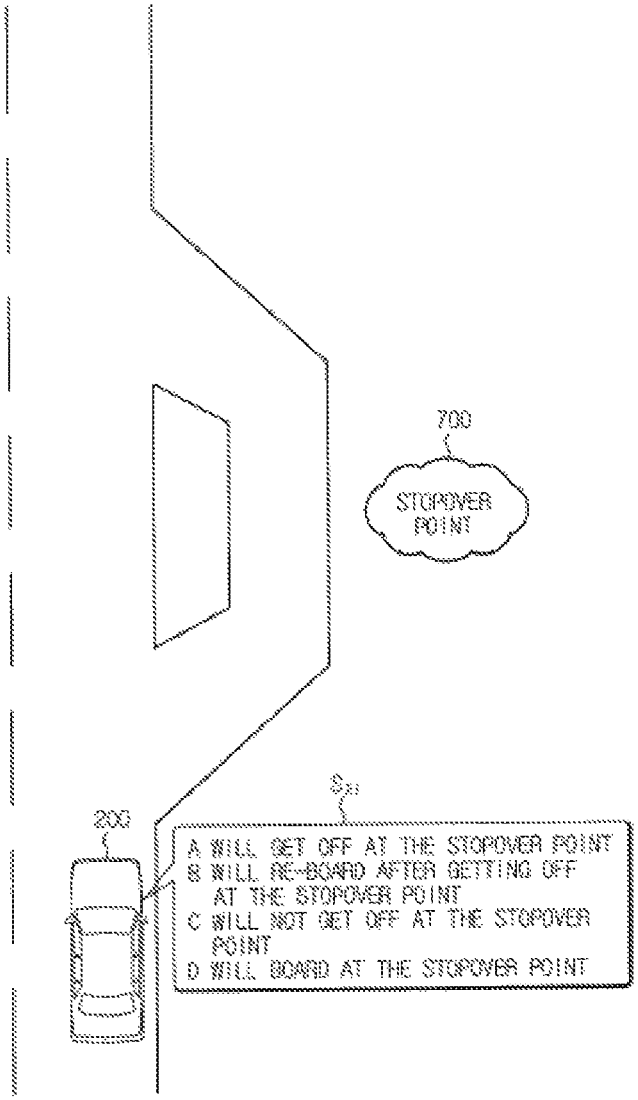

700
STOPOVER POINT
200
A WILL GET OFF AT THE STOPOVER POINT
B WILL RE-BOARD AFTER GETTING OFF AT THE STOPOVER POINT
C WILL NOT GET OFF AT THE STOPOVER POINT
D WILL BOARD AT THE STOPOVER POINT

FIG. 8

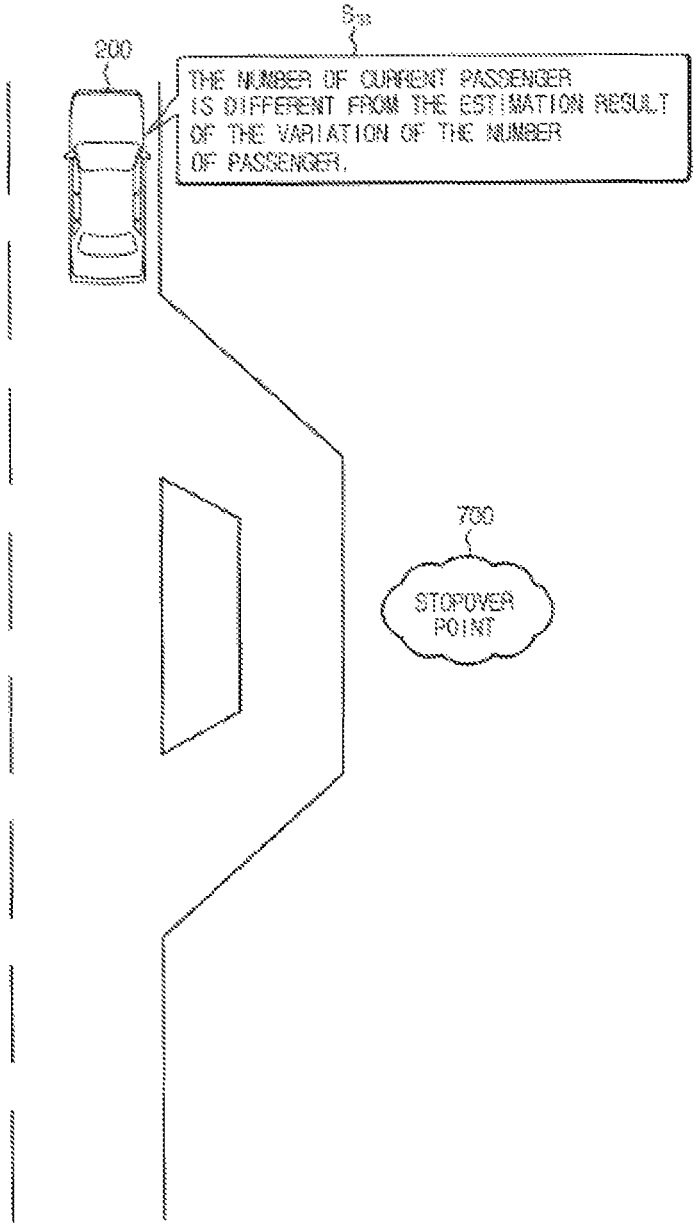

S10
200
THE NUMBER OF CURRENT PASSENGER IS DIFFERENT FROM THE ESTIMATION RESULT OF THE VARIATION OF THE NUMBER OF PASSENGER.
700
STOPOVER POINT

FIG. 9

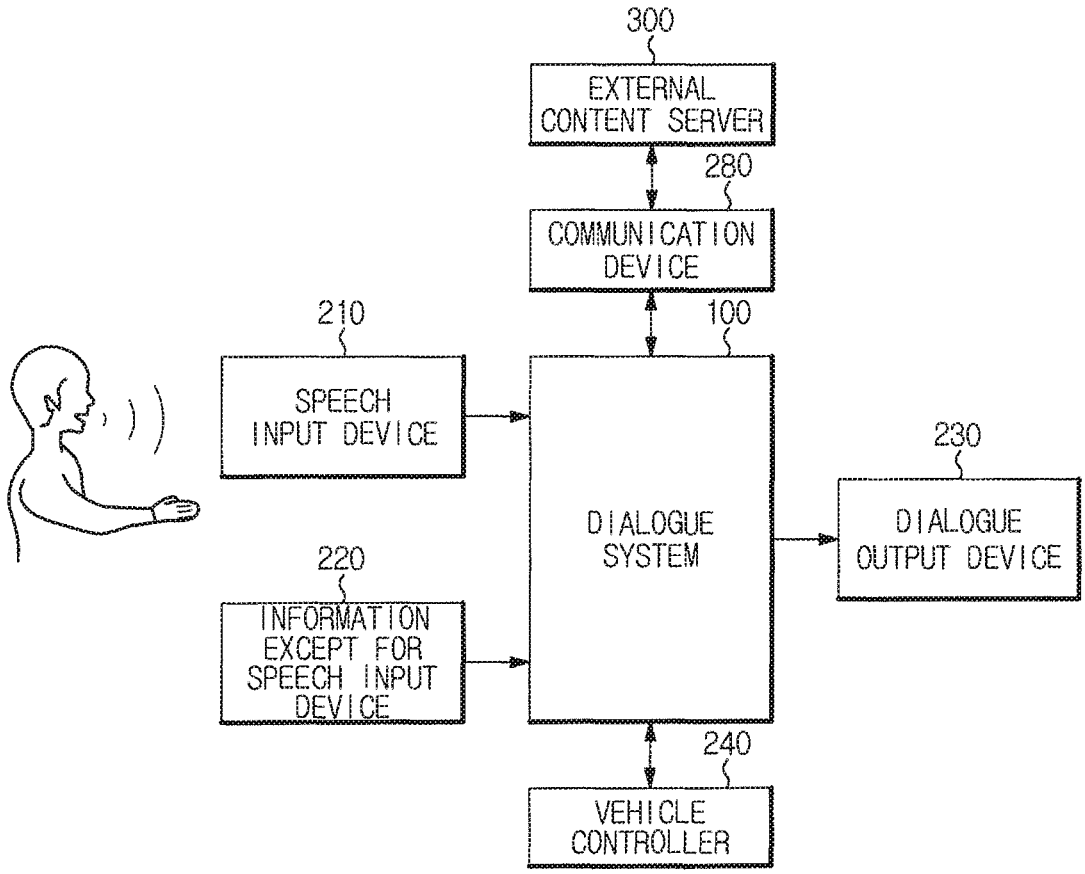

300
EXTERNAL CONTENT SERVER
280
COMMUNICATION DEVICE
210
100
SPEECH INPUT DEVICE
DIALOGUE SYSTEM
230
DIALOGUE OUTPUT DEVICE
220
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
240
VEHICLE CONTROLLER

FIG. 10

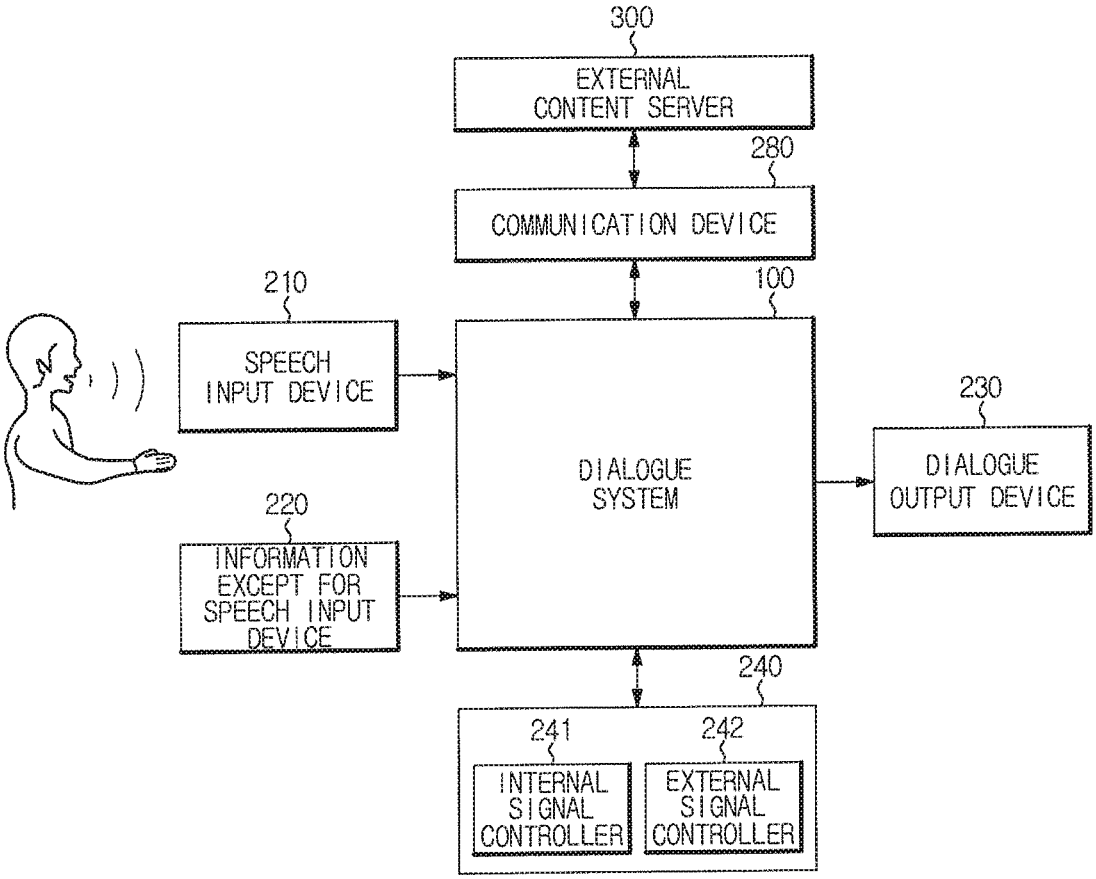

300
EXTERNAL CONTENT SERVER
280
COMMUNICATION DEVICE
210
100
SPEECH INPUT DEVICE
DIALOGUE SYSTEM
230
DIALOGUE OUTPUT DEVICE
220
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
240
241
242
INTERNAL SIGNAL CONTROLLER
EXTERNAL SIGNAL CONTROLLER

FIG. 11

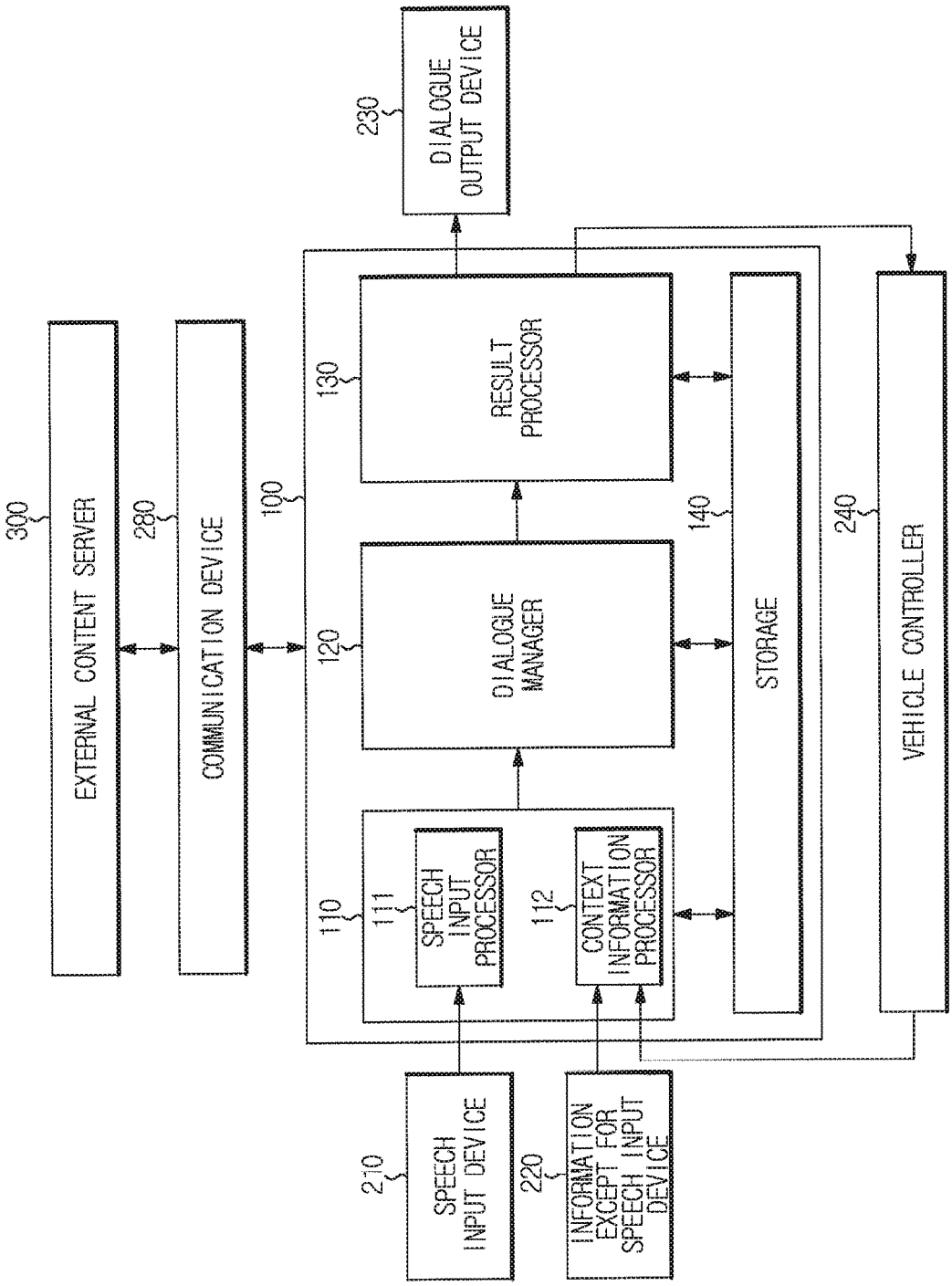

230
DIALOGUE OUTPUT DEVICE
300
EXTERNAL CONTENT SERVER
280
COMMUNICATION DEVICE
100
130
RESULT PROCESSOR
120
DIALOGUE MANAGER
140
STORAGE
240
VEHICLE CONTROLLER
110
111
SPEECH INPUT PROCESSOR
112
CONTEXT INFORMATION PROCESSOR
210
SPEECH INPUT DEVICE
220
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE

FIG. 12

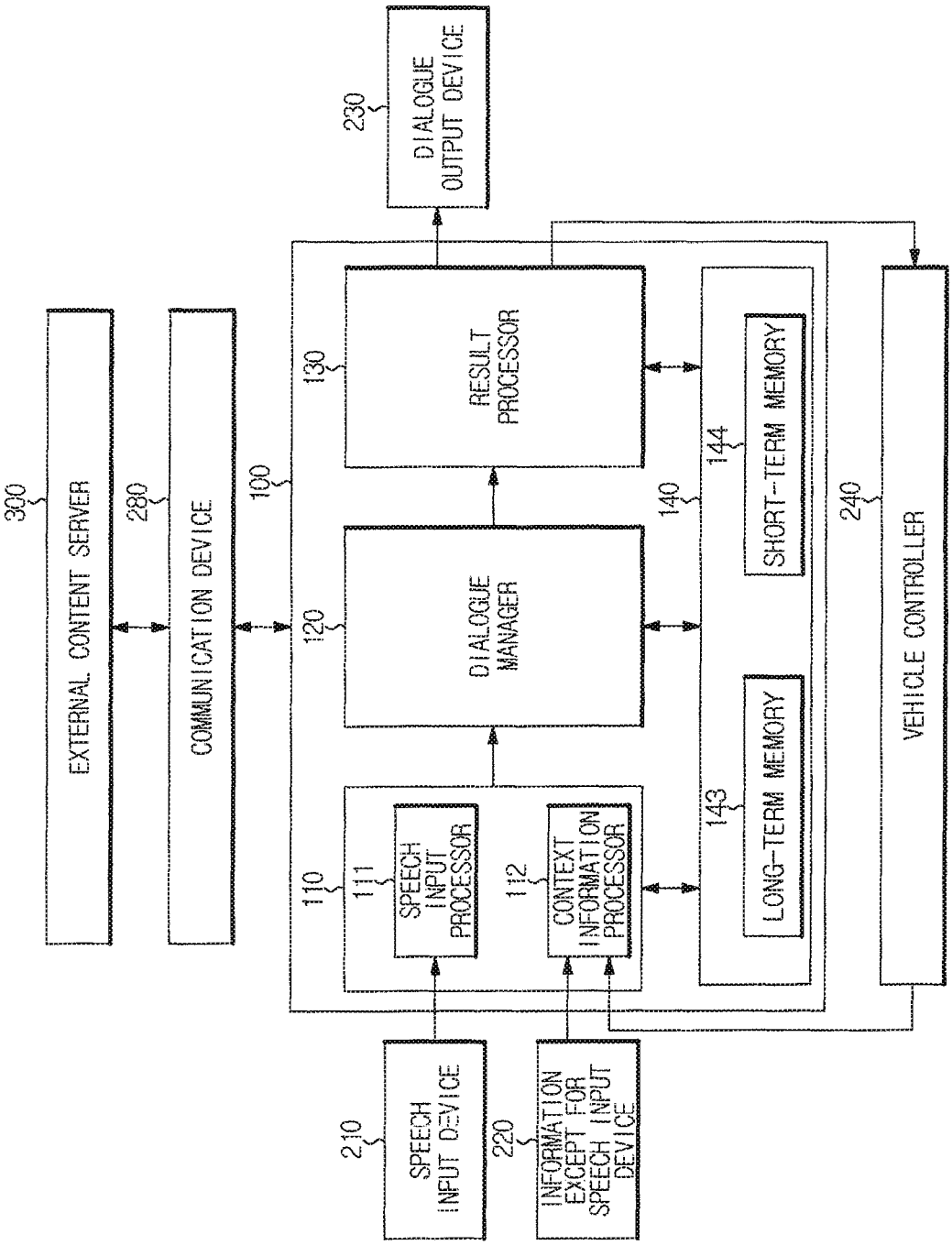

300
EXTERNAL CONTENT SERVER
280
COMMUNICATION DEVICE
100
110
111
SPEECH INPUT PROCESSOR
112
CONTEXT INFORMATION PROCESSOR
120
DIALOGUE MANAGER
130
RESULT PROCESSOR
140
143
LONG-TERM MEMORY
144
SHORT-TERM MEMORY
230
DIALOGUE OUTPUT DEVICE
240
VEHICLE CONTROLLER
210
SPEECH INPUT DEVICE
220
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE

FIG. 13

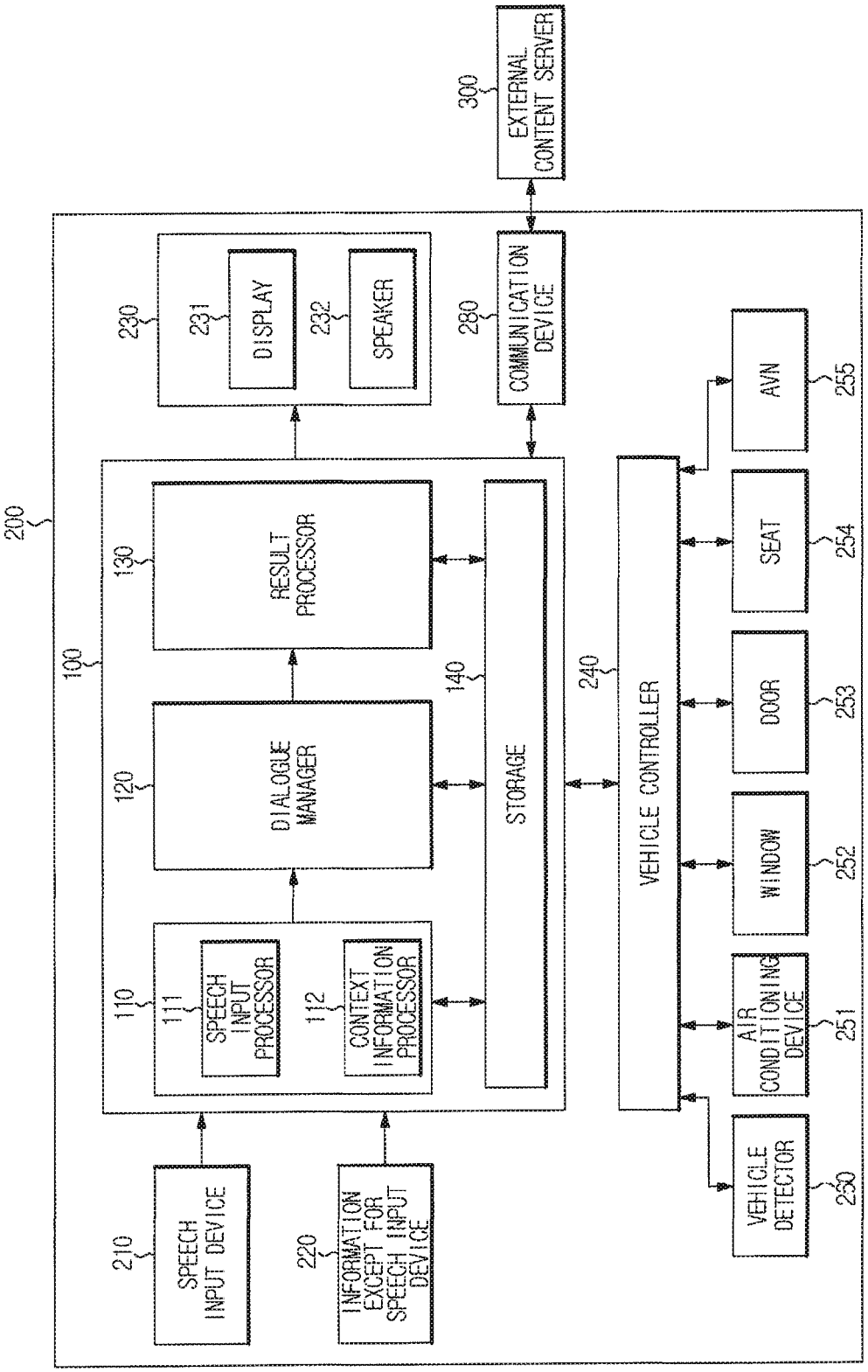

300
EXTERNAL CONTENT SERVER
200
230
231
DISPLAY
232
SPEAKER
280
COMMUNICATION DEVICE
100
130
RESULT PROCESSOR
120
DIALOGUE MANAGER
140
STORAGE
240
VEHICLE CONTROLLER
110
111
SPEECH INPUT PROCESSOR
112
CONTEXT INFORMATION PROCESSOR
210
SPEECH INPUT DEVICE
220
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
AVN
255
SEAT
254
DOOR
253
WINDOW
252
AIR CONDITIONING DEVICE
251
VEHICLE DETECTOR
250

FIG. 14

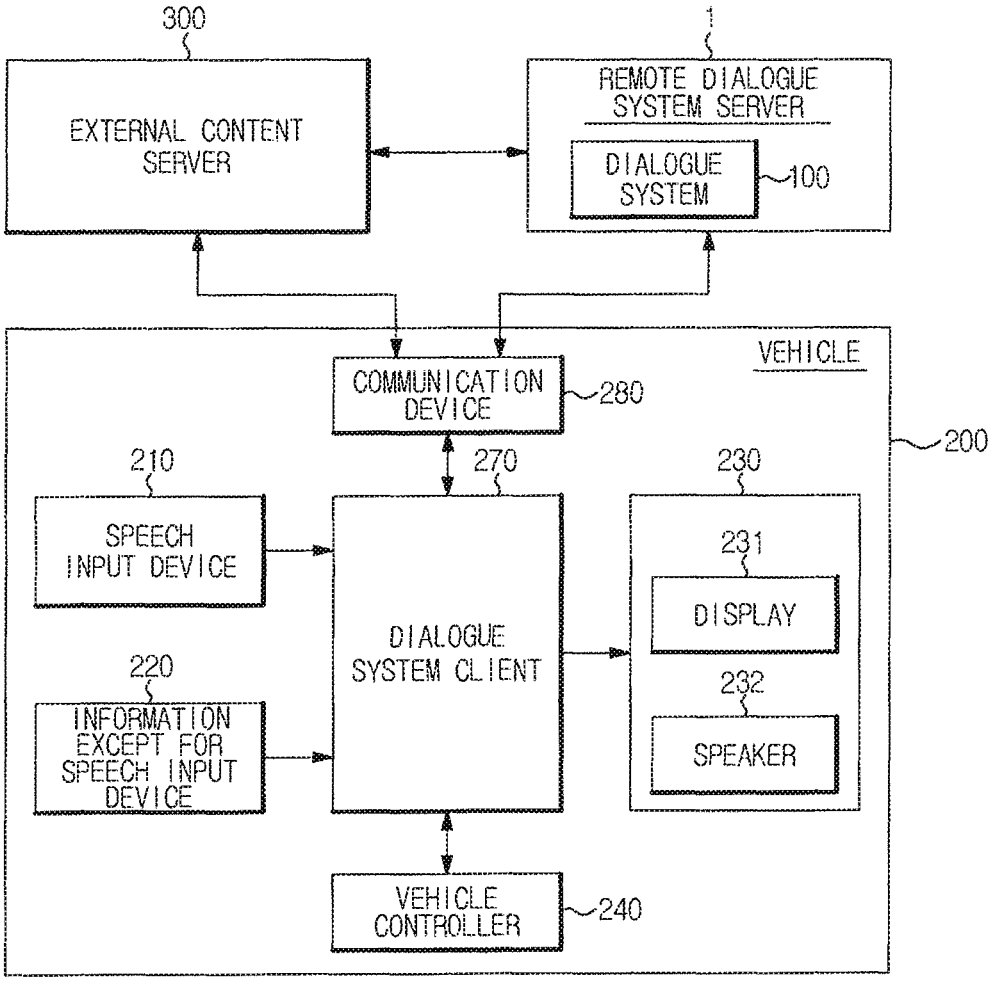

300
EXTERNAL CONTENT SERVER
1
REMOTE DIALOGUE SYSTEM SERVER
DIALOGUE SYSTEM
100
VEHICLE
200
COMMUNICATION DEVICE
280
210
SPEECH INPUT DEVICE
270
230
231
DISPLAY
DIALOGUE SYSTEM CLIENT
220
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
232
SPEAKER
VEHICLE CONTROLLER
240

FIG. 15

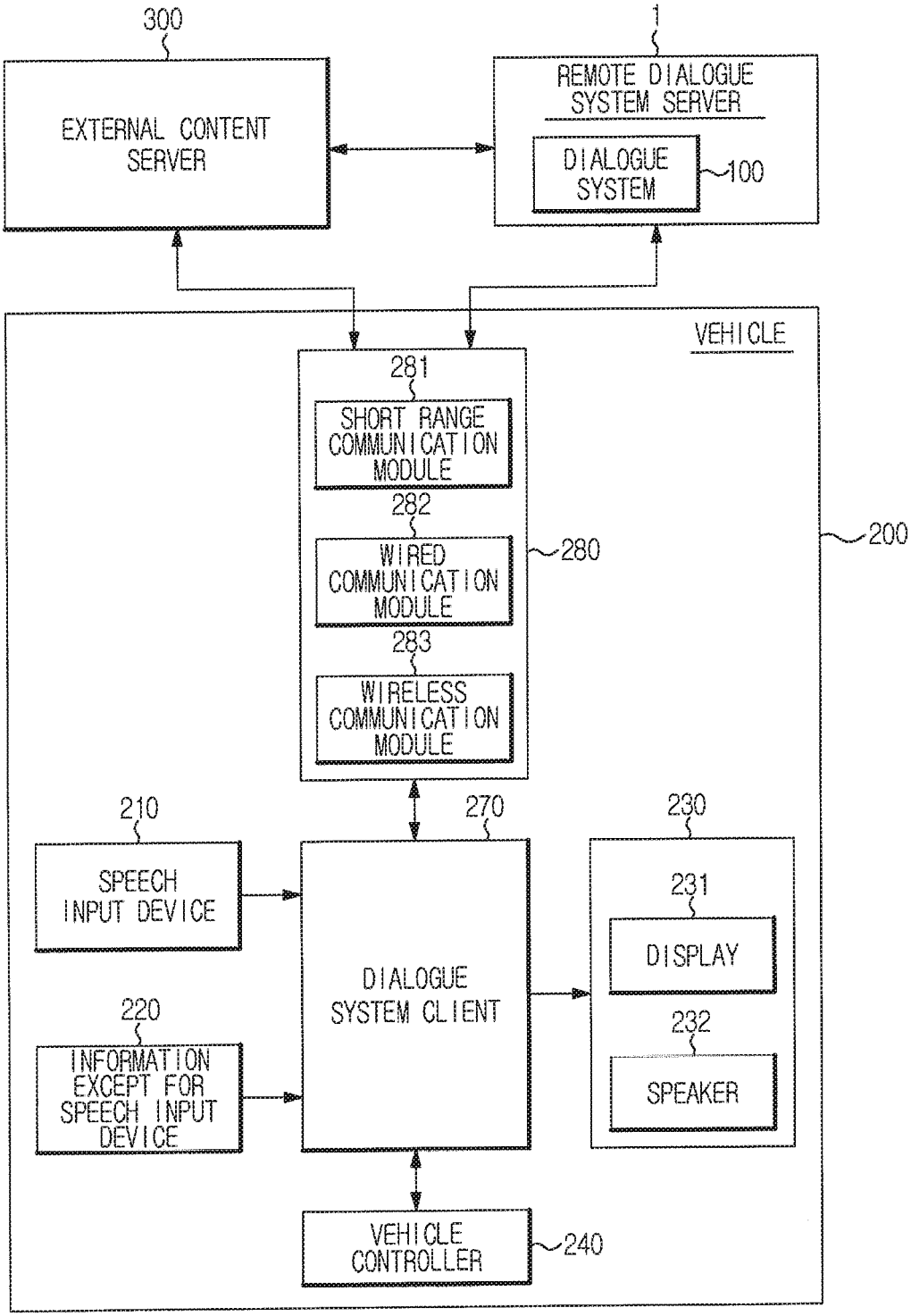

300
EXTERNAL CONTENT SERVER
1
REMOTE DIALOGUE SYSTEM SERVER
DIALOGUE SYSTEM
100
VEHICLE
281
SHORT RANGE COMMUNICATION MODULE
282
WIRED COMMUNICATION MODULE
283
WIRELESS COMMUNICATION MODULE
280
200
210
SPEECH INPUT DEVICE
270
DIALOGUE SYSTEM CLIENT
230
231
DISPLAY
232
SPEAKER
220
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
VEHICLE CONTROLLER
240

FIG. 16

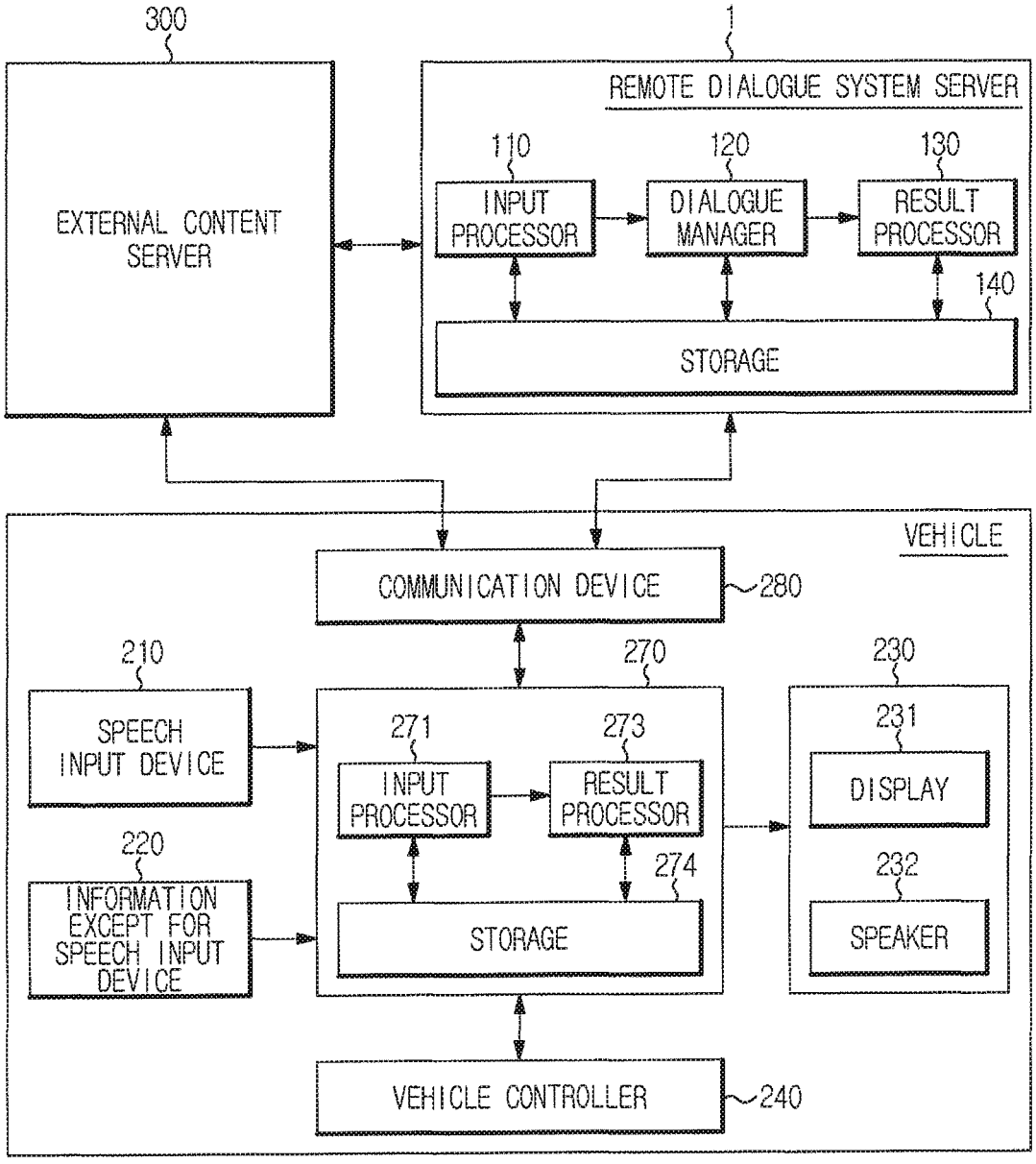

300
1
REMOTE DIALOGUE SYSTEM SERVER
EXTERNAL CONTENT SERVER
110
120
130
INPUT PROCESSOR
DIALOGUE MANAGER
RESULT PROCESSOR
140
STORAGE
VEHICLE
COMMUNICATION DEVICE
280
210
270
230
SPEECH INPUT DEVICE
271
273
231
INPUT PROCESSOR
RESULT PROCESSOR
DISPLAY
220
274
232
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
STORAGE
SPEAKER
VEHICLE CONTROLLER
240

FIG.17

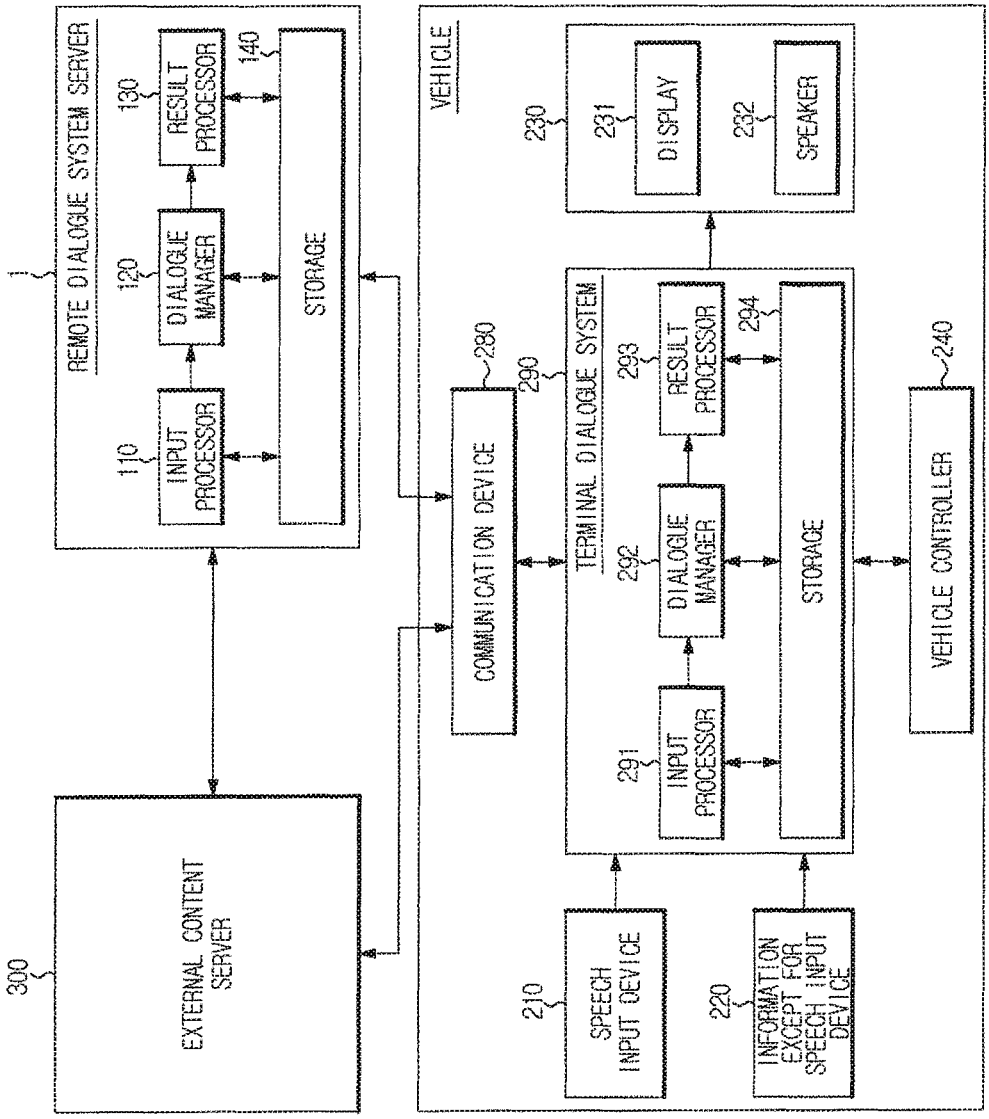

1
REMOTE DIALOGUE SYSTEM SERVER
110
INPUT PROCESSOR
120
DIALOGUE MANAGER
130
RESULT PROCESSOR
140
STORAGE
300
EXTERNAL CONTENT SERVER
VEHICLE
210
SPEECH INPUT DEVICE
220
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
230
231
DISPLAY
232
SPEAKER
240
VEHICLE CONTROLLER
280
COMMUNICATION DEVICE
290
TERMINAL DIALOGUE SYSTEM
291
INPUT PROCESSOR
292
DIALOGUE MANAGER
293
RESULT PROCESSOR
294
STORAGE

FIG. 18

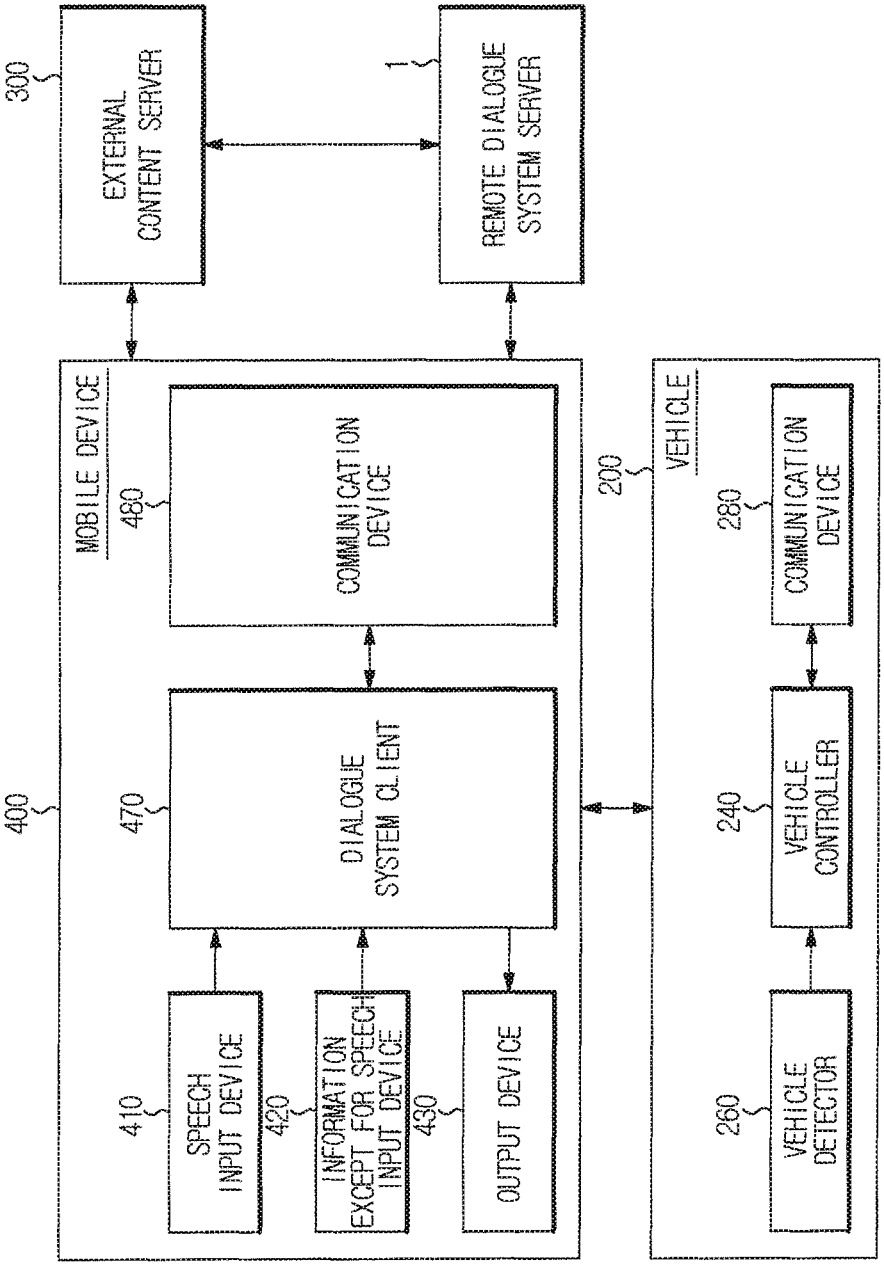

300
EXTERNAL CONTENT SERVER
1
REMOTE DIALOGUE SYSTEM SERVER
MOBILE DEVICE
400
480
COMMUNICATION DEVICE
470
DIALOGUE SYSTEM CLIENT
410
SPEECH INPUT DEVICE
420
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
430
OUTPUT DEVICE
200
VEHICLE
280
COMMUNICATION DEVICE
240
VEHICLE CONTROLLER
260
VEHICLE DETECTOR

FIG. 19

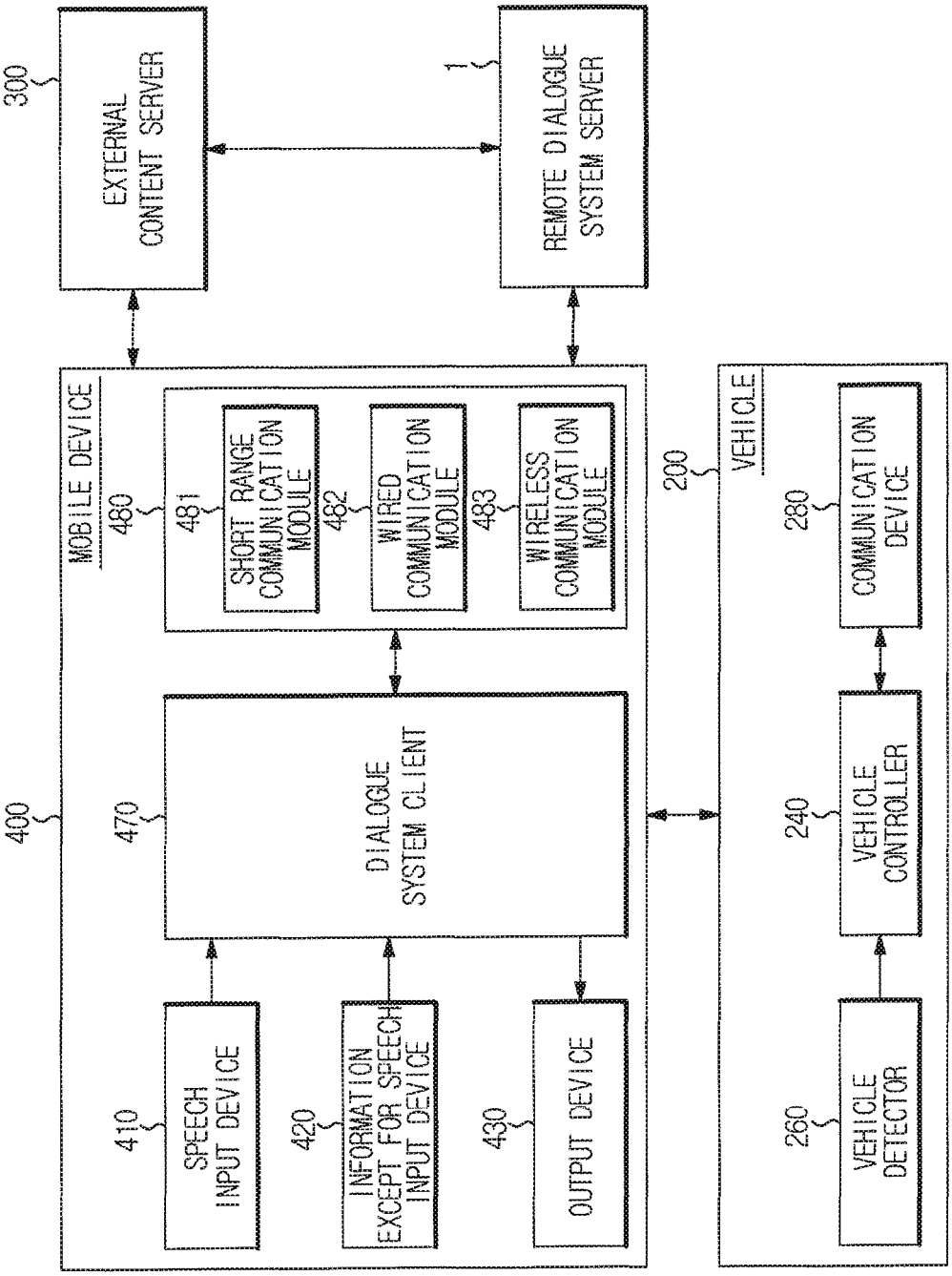

300
EXTERNAL CONTENT SERVER
1
REMOTE DIALOGUE SYSTEM SERVER
400
MOBILE DEVICE
460
481
SHORT RANGE COMMUNICATION MODULE
482
WIRED COMMUNICATION MODULE
483
WIRELESS COMMUNICATION MODULE
470
DIALOGUE SYSTEM CLIENT
410
SPEECH INPUT DEVICE
420
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
430
OUTPUT DEVICE
200
VEHICLE
280
COMMUNICATION DEVICE
240
VEHICLE CONTROLLER
260
VEHICLE DETECTOR

FIG. 20

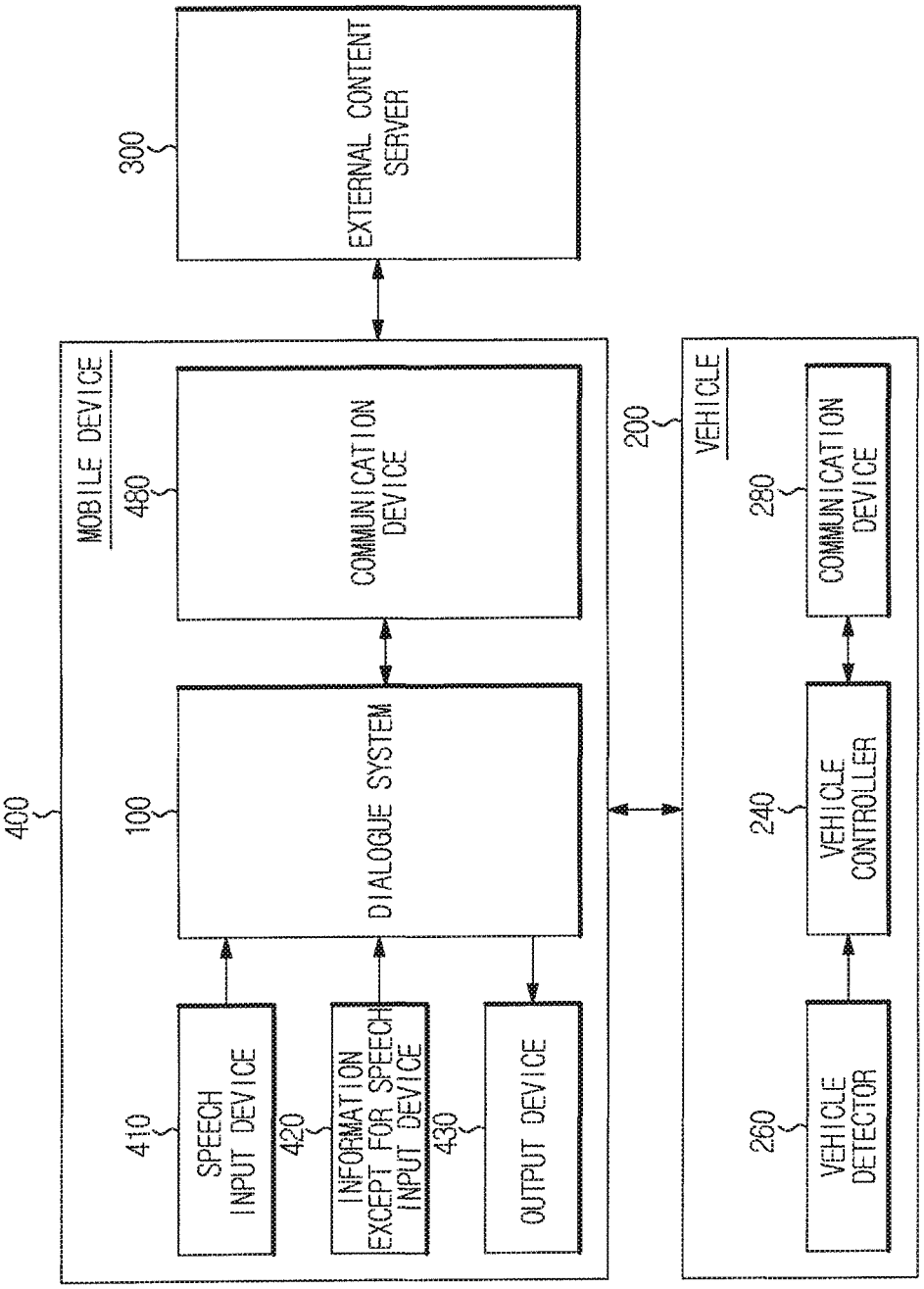

300
EXTERNAL CONTENT SERVER
400
MOBILE DEVICE
480
COMMUNICATION DEVICE
100
DIALOGUE SYSTEM
410
SPEECH INPUT DEVICE
420
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
430
OUTPUT DEVICE
200
VEHICLE
280
COMMUNICATION DEVICE
240
VEHICLE CONTROLLER
260
VEHICLE DETECTOR

FIG. 21

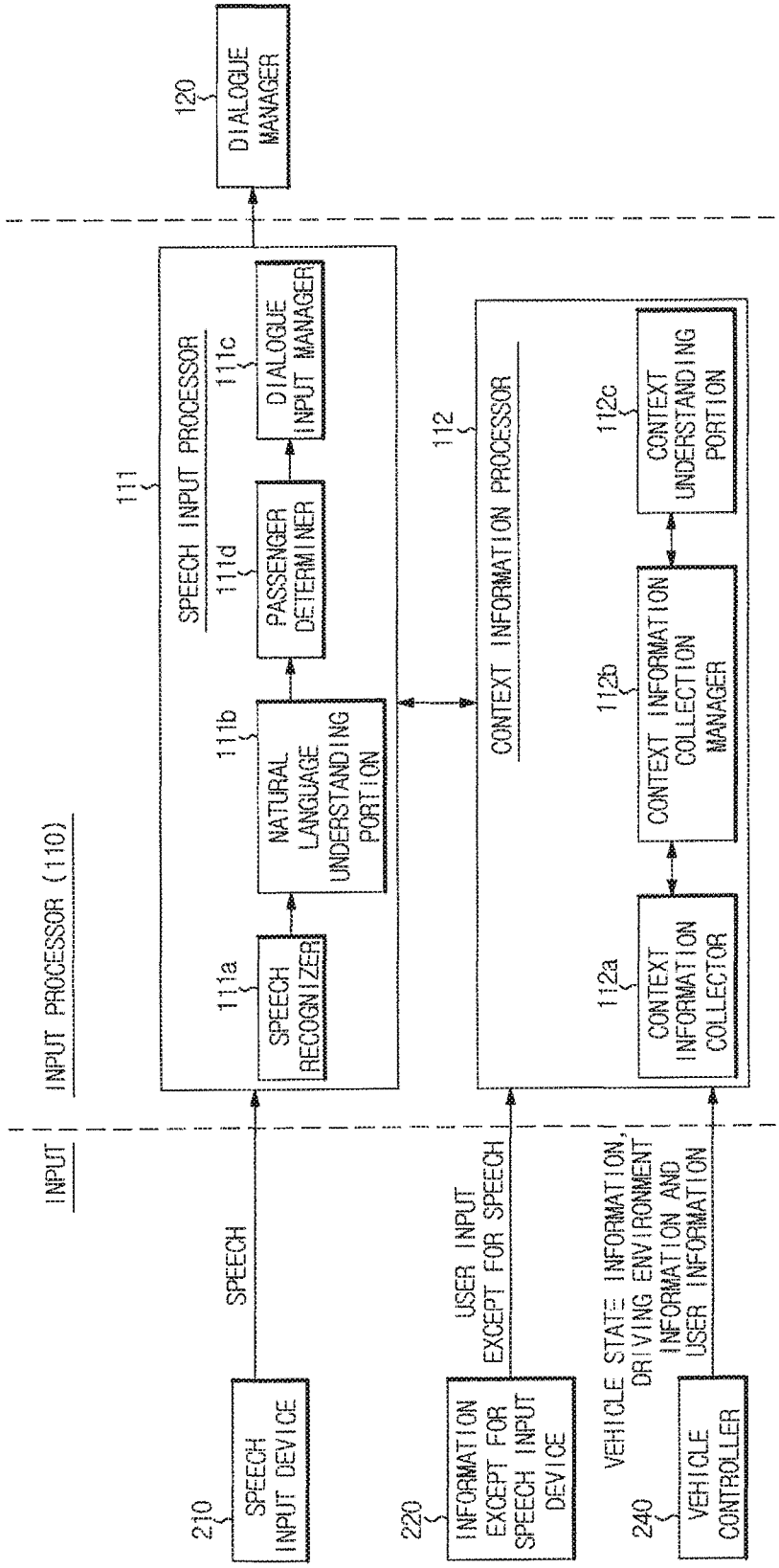

INPUT
INPUT PROCESSOR (110)
SPEECH
USER INPUT EXCEPT FOR SPEECH
VEHICLE STATE INFORMATION, DRIVING ENVIRONMENT INFORMATION AND USER INFORMATION
210
SPEECH INPUT DEVICE
220
INFORMATION EXCEPT FOR SPEECH INPUT DEVICE
240
VEHICLE CONTROLLER
111
SPEECH INPUT PROCESSOR
111a
SPEECH RECOGNIZER
111b
NATURAL LANGUAGE UNDERSTANDING PORTION
111d
PASSENGER DETERMINER
111c
DIALOGUE INPUT MANAGER
120
DIALOGUE MANAGER
112
CONTEXT INFORMATION PROCESSOR
112a
CONTEXT INFORMATION COLLECTOR
112b
CONTEXT INFORMATION COLLECTION MANAGER
112c
CONTEXT UNDERSTANDING PORTION

FIG. 22A

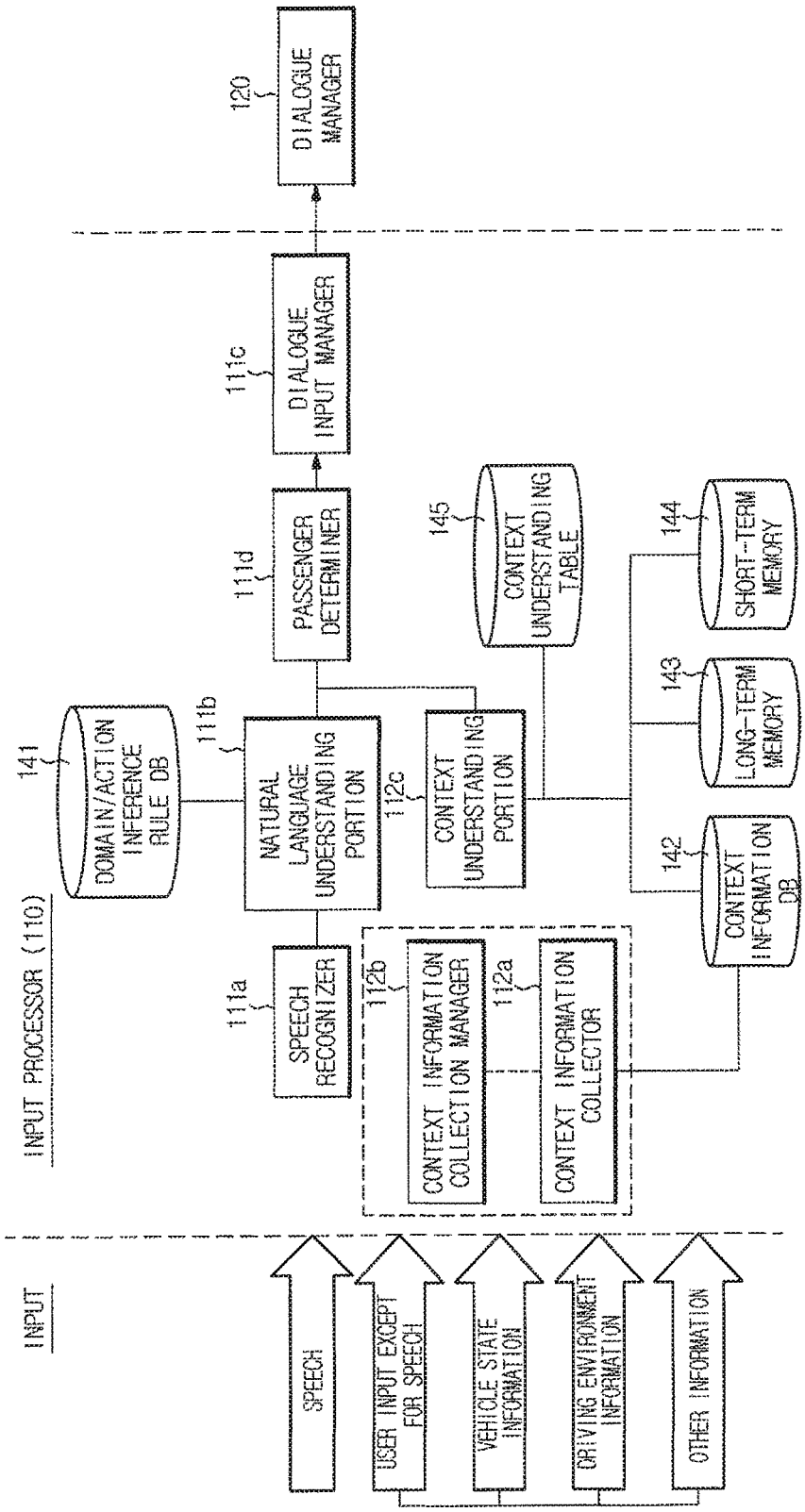

INPUT
SPEECH
USER INPUT EXCEPT FOR SPEECH
VEHICLE STATE INFORMATION
DRIVING ENVIRONMENT INFORMATION
OTHER INFORMATION
INPUT PROCESSOR (110)
111a
SPEECH RECOGNIZER
112b
CONTEXT INFORMATION COLLECTION MANAGER
112a
CONTEXT INFORMATION COLLECTOR
111b
NATURAL LANGUAGE UNDERSTANDING PORTION
112c
CONTEXT UNDERSTANDING PORTION
141
DOMAIN/ACTION INFERENCE RULE DB
111d
PASSENGER DETERMINER
145
CONTEXT UNDERSTANDING TABLE
142
CONTEXT INFORMATION DB
143
LONG-TERM MEMORY
144
SHORT-TERM MEMORY
111c
DIALOGUE INPUT MANAGER
120
DIALOGUE MANAGER

FIG. 22B

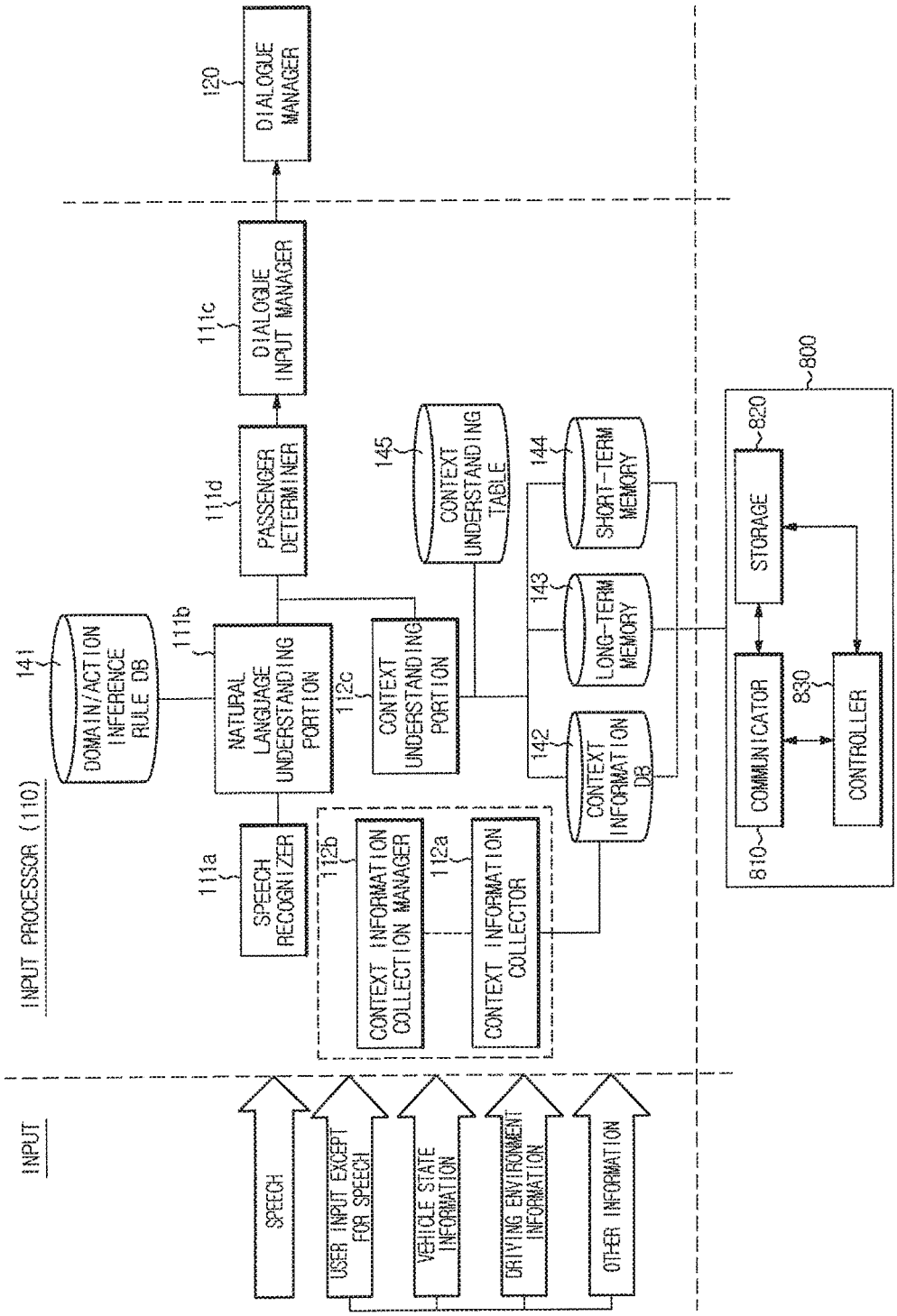
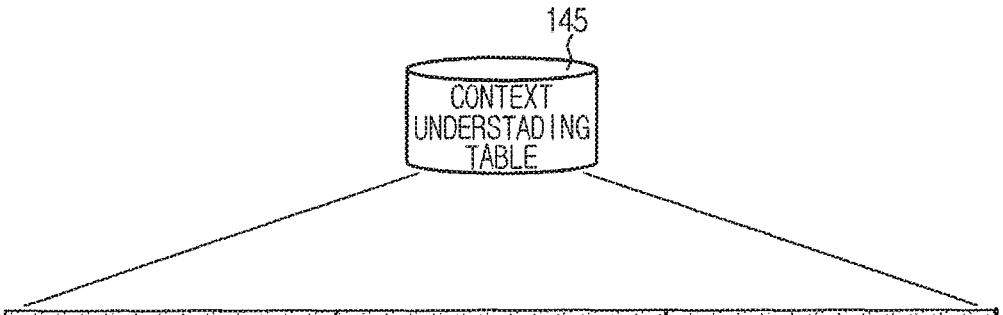
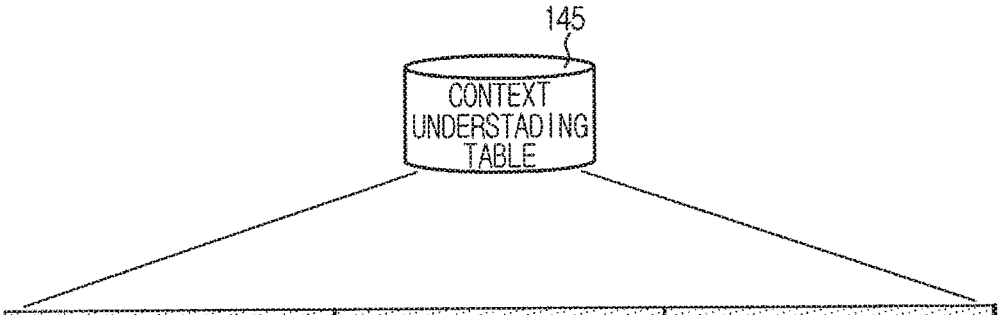

INPUT
SPEECH
USER INPUT EXCEPT FOR SPEECH
VEHICLE STATE INFORMATION
DRIVING ENVIRONMENT INFORMATION
OTHER INFORMATION
INPUT PROCESSOR (110)
111a
SPEECH RECOGNIZER
112b
CONTEXT INFORMATION COLLECTION MANAGER
112a
CONTEXT INFORMATION COLLECTOR
141
DOMAIN/ACTION INFERENCE RULE DB
111b
NATURAL LANGUAGE UNDERSTANDING PORTION
112c
CONTEXT UNDERSTANDING PORTION
111d
PASSENGER DETERMINER
111c
DIALOGUE INPUT MANAGER
120
DIALOGUE MANAGER
145
CONTEXT UNDERSTANDING TABLE
142
CONTEXT INFORMATION DB
143
LONG-TERM MEMORY
144
SHORT-TERM MEMORY
800
820
STORAGE
810
COMMUNICATOR
830
CONTROLLER

FIG. 23A



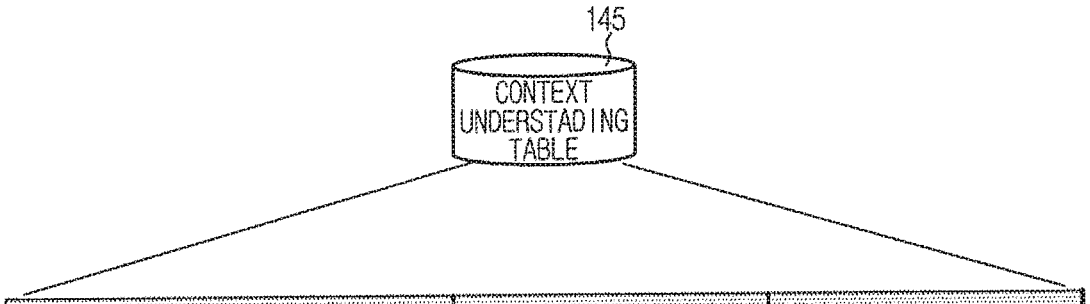
ACTION	CONTEXT INFORMATION	TYPE OF CONTEXT INFORMATION
ROUTE GUDIANCE	CURRENT POSITION	GPS
VEHICLE STATE CHECK	DISTANCE TRAVELED	INTEGER
GASOLINE STATION RECOMMANDATION	AMOUNT OF REMAINING FUEL, DISTANCE TO EMPTY (DTE)	INTEGER

FIG. 23B



EVENT	CONTEXT INFORMATION	TYPE OF CONTEXT INFORMATION
ENGINE TEMPERATURE WARNING	ENGINE TEMPERATURE	INTEGER
DRIVER DROWSY DRIVING DETECTION	DRIVER DROWSY DRIVING STATUS	INTEGER
TIRE AIR PRESSURE SHORTAGE	TIRE AIR PRESSURE	INTEGER
FUEL WARNING	DISTANCE TO EMPTY	INTEGER
SENSOR ERROR	SENSOR NAME	TEXT

FIG. 23C



EVENT	CONTEXT INFORMATION	TYPE OF CONTEXT INFORMATION
WINDOW ADJUSTMENT BUTTON OPERATION	WINDOW ADJUSTMENT	TEXT
SEAT ADJUSTMENT BUTTON OPERATION	SEAT ADJUSTMENT	TEXT
AIR CONDITIONER ADJUSTMENT BUTTON OPERATION	AIR CONDITIONER ADJUSTMENT	TEXT
ETC	WHETHER PASSENGER BOARDS	TEXT

FIG. 24

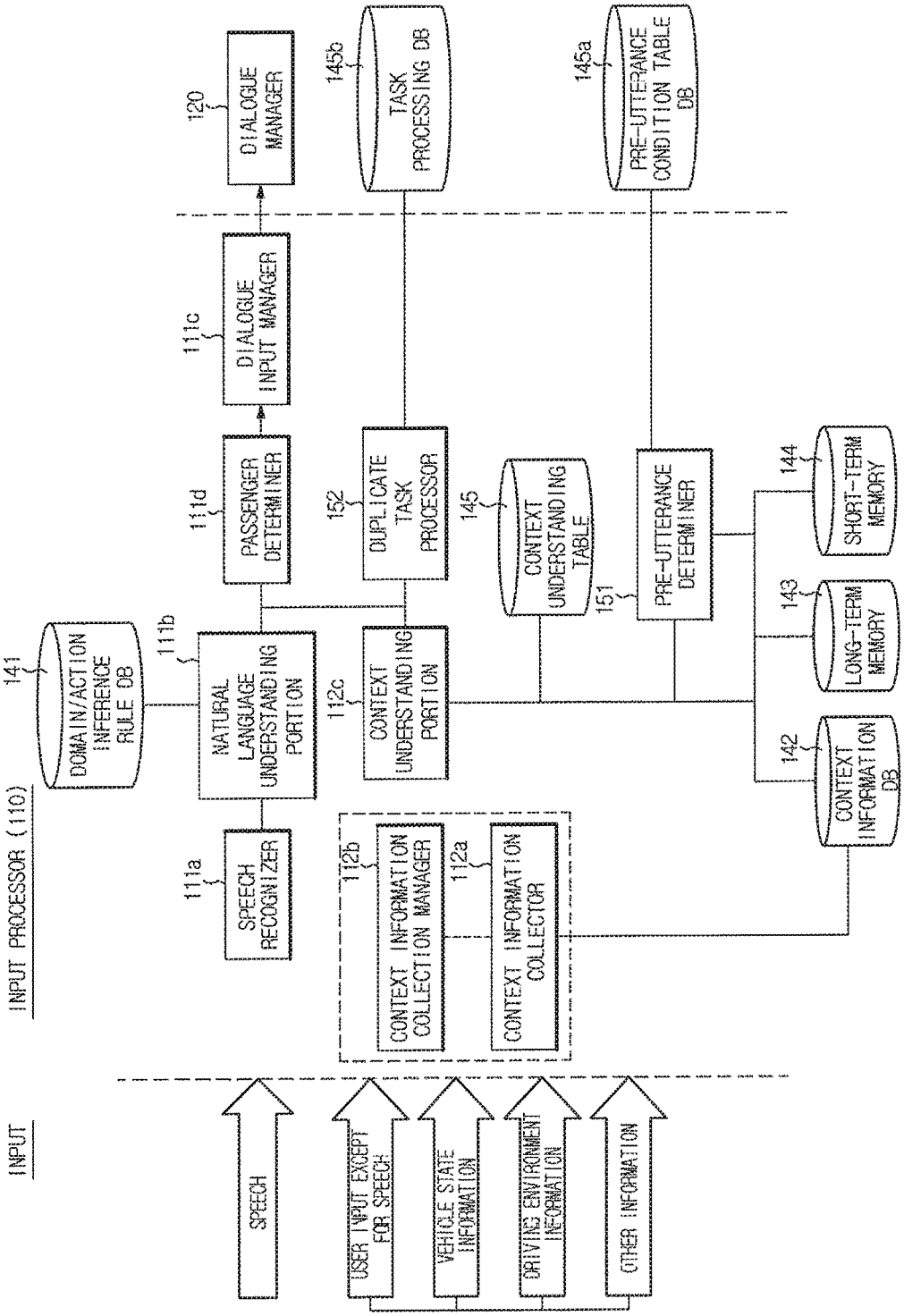
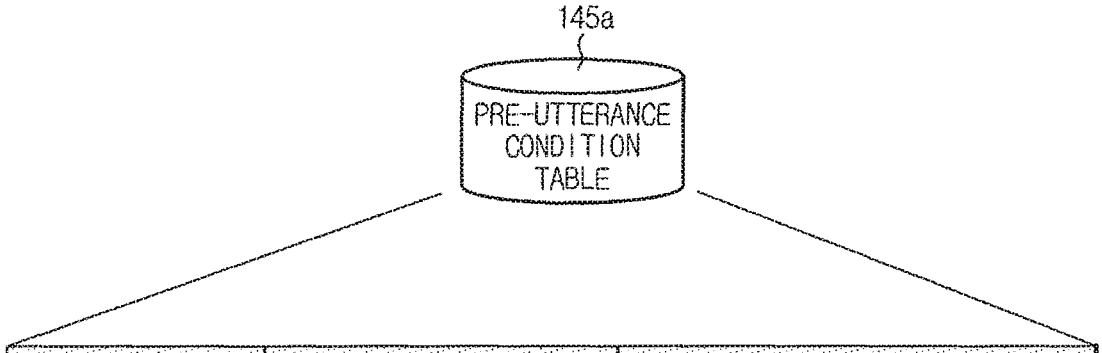
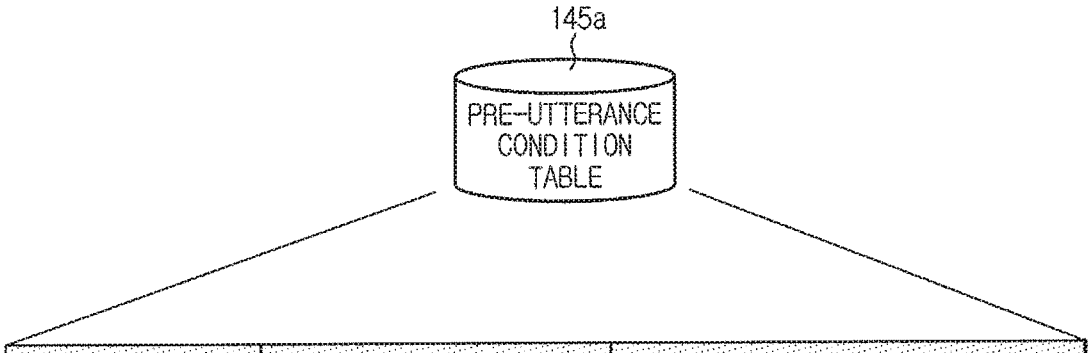

INPUT
SPEECH
USER INPUT EXCEPT FOR SPEECH
VEHICLE STATE INFORMATION
DRIVING ENVIRONMENT INFORMATION
OTHER INFORMATION
INPUT PROCESSOR (110)
111a SPEECH RECOGNIZER
112b CONTEXT INFORMATION COLLECTION MANAGER
112a CONTEXT INFORMATION COLLECTOR
141 DOMAIN/ACTION INFERENCE RULE DB
111b NATURAL LANGUAGE UNDERSTANDING PORTION
112c CONTEXT UNDERSTANDING PORTION
111d PASSENGER DETERMINER
111c DIALOGUE INPUT MANAGER
120 DIALOGUE MANAGER
152 DUPLICATE TASK PROCESSOR
145 CONTEXT UNDERSTANDING TABLE
151 PRE-UTTERANCE DETERMINER
145b TASK PROCESSING DB
145a PRE-UTTERANCE CONDITION TABLE DB
144 SHORT-TERM MEMORY
143 LONG-TERM MEMORY
142 CONTEXT INFORMATION DB

FIG. 25A



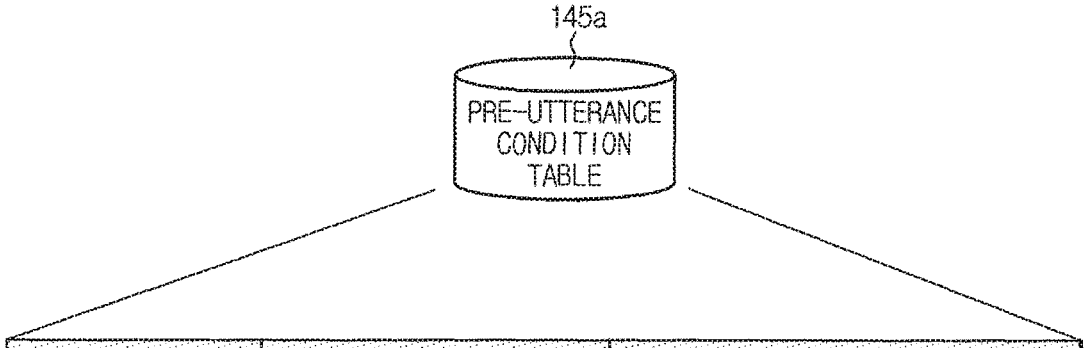
CONTEXT INFORMATION	PRE-UTTERANCE CONDITION	PRE-UTTERANCE CONTENT
TIRE AIR PRESSURE	TIRE AIR PRESSURE ≤ 30PSI	TIRE PRESSURE IS TOO LOW
ENGINE TEMPERATURE	ENGINE TEMPERATURE ≥ 30℃ INPUT	ENGINE TEMPERATURE IS TOO HIGH
REMAINING AMOUNT OF GASOLINE	REMAINING AMOUNT OF GASOLINE ≤ 8L	REMAINING AMOUNT OF GASOLINE IS NOT ENOUGH TO DESTINATION
INTERNAL TEMPERATURE OF VEHICLE	OUT OF A REFERENCE RANGE OF INTERNAL TEMPERATURE OF VEHICLE	INSIDE OF VEHICLE IS TOO HOT
MICROPHONE INPUT	MICROPHONE INPUT ≤ 20dB	INSIDE OF VEHICLE IS TOO QUIET
WINDOW/RAIN	WINDOW OPEN/ RAINING DETECTION	WINDOW IS OPEN

FIG. 25B



CONTEXT INFORMATION	PRE-UTTERANCE CONDITION	PRE-UTTERANCE CONTENT
TIRE AIR PRESSURE	TIRE AIR PRESSURE ≤30PSI	DO YOU WANT TO BOOK A REPAIR SHOP?
ENGINE TEMPERATURE	ENGINE TEMPERATURE ≥ 30℃ INPUT	DO YOU WANT TO BOOK A REPAIR SHOP?
REMAINING AMOUNT OF GASOLINE	REMAINING AMOUNT OF GASOLINE≤ 8L	DO YOU WANT TO GUIDE TO GASOLINE STATION?
INTERNAL TEMPERATURE OF VEHICLE	OUT OF A REFERENCE RANGE OF INTERNAL TEMPERATURE OF VEHICLE	DO YOU WANT TO OPERATE AIR CONDITIONER?
MICROPHONE INPUT	MICROPHONE INPUT ≤ 20dB	DO YOU WANT TO PLAY MUSIC?
WINDOW/RAIN	WINDOW OPEN/ RAINING DETECTION	DO YOU WANT TO CLOSE WINDOW?

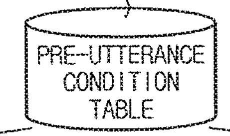
FIG. 25C



CONTEXT INFORMATION	PRE-UTTERANCE CONDITION	ACTION
TIRE AIR PRESSURE	TIRE AIR PRESSURE ≤30PSI	REPAIR SHOP GUIDANCE
ENGINE TEMPERATURE	ENGINE TEMPERATURE ≥ 30℃ INPUT	REPAIR SHOP GUIDANCE
REMAINING AMOUNT OF GASOLINE	REMAINING AMOUNT OF GASOLINE≤ 8L	GASOLINE STATION GUIDANCE
INTERNAL TEMPERATURE OF VEHICLE	OUT OF A REFERENCE RANGE OF INTERNAL TEMPERATURE OF VEHICLE	AIR CONDITIONER OPERATION
MICROPHONE INPUT	MICROPHONE INPUT ≤ 20dB	MULTI-MEDIA PLAY
WINDOW/RAIN	WINDOW OPEN/ RAINING DETECTION	WINDOW OPEN AND CLOSE

FIG. 25D

145a



CONTEXT INFORMATION	PRE-UTTERANCE CONDITION	PRE-UTTERANCE CONTENT
WHETHER PASSENGER BOARDS	DETERMINATION OF BOARDING OF PASSENGER	WHO ARE YOU? TELL ME YOUR NAME.
WHETHER PASSENGER BOARDS	DETERMINATION OF NON-BOARDING OF PASSENGER	IS THERE ANY OTHER PASSENGER TO BOARD?
WHETHER A PROSPECTIVE PASSENGER WILL BOARD	ESTIMATION OF POSSIBILITY OF BOARDING	WHO BOARDS ON THE WAY? TELL ME HIS/HER NAME
BEFORE ARRIVING AT STOPOVER POINT	ESTIMATION OF VARIATION OF THE NUMBER OF PASSENGER	A WILL GET OFF AT THE STOPOVER POINT B WILL RE-BOARD AFTER GETTING OFF AT THE STOPOVER POINT C WILL NOT GET OFF AT THE STOPOVER POINT D WILL BOARD AT THE STOPOVER POINT
AFTER DEPARTING FROM STOPOVER POINT	ESTIMATION OF VARIATION OF THE NUMBER OF PASSENGER	DOES A GET OFF? DOES B RE-BOARD? DOES C REMAIN? DOES D BOARD?
AFTER DEPARTING FROM STOPOVER POINT	COMPARISON BETWEEN THE VARIATION OF THE NUMBER OF PASSENGERS BEFORE ARRIVING AT STOPOVER POINT, AND THE VARIATION OF THE NUMBER OF PASSENGERS AFTER DEPARTING FROM STOPOVER POINT	THE NUMBER OF CURRENT PASSENGER IS DIFFERENT FROM THE ESTIMATION RESULT OF THE VARIATION OF THE NUMBER OF PASSENGER. THE NUMBER OF CURRENT PASSENGER IS TE SAME AS THE ESTIMATION RESULT OF THE VARIATION OF THE NUMBER OF PASSENGER
WHETHER PASSENGER BOARDS	PASSENGER FEATURE IS THE SAME AS STORED PASSENGER INFORMATION	ARE YOU OO?

FIG. 26

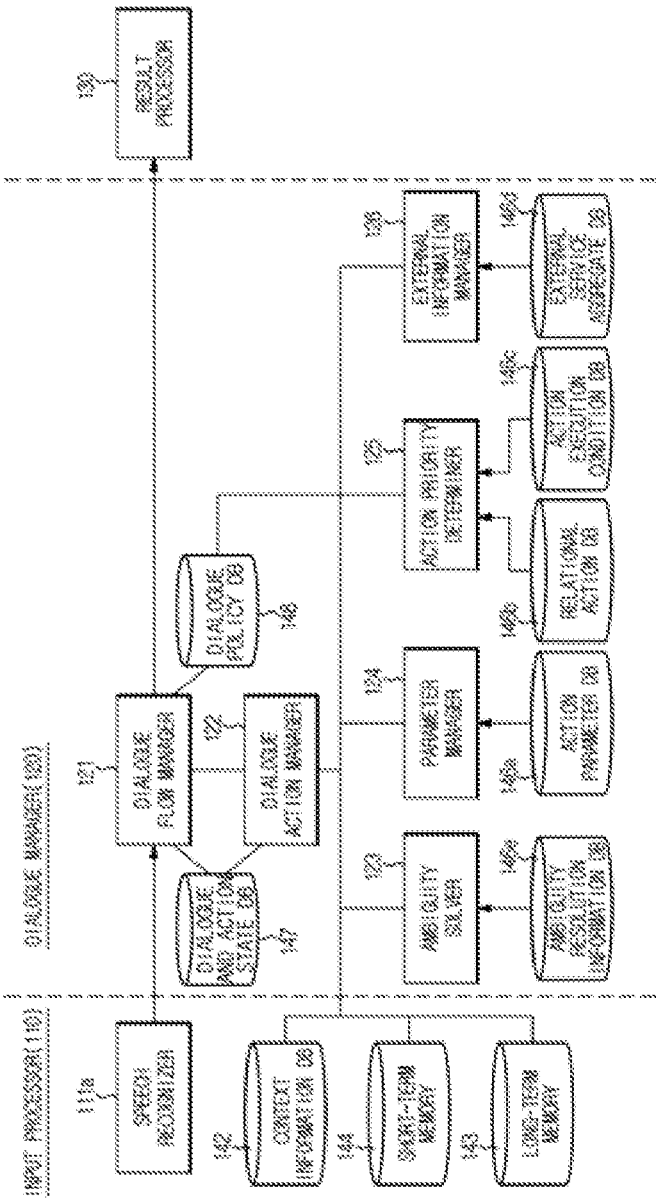
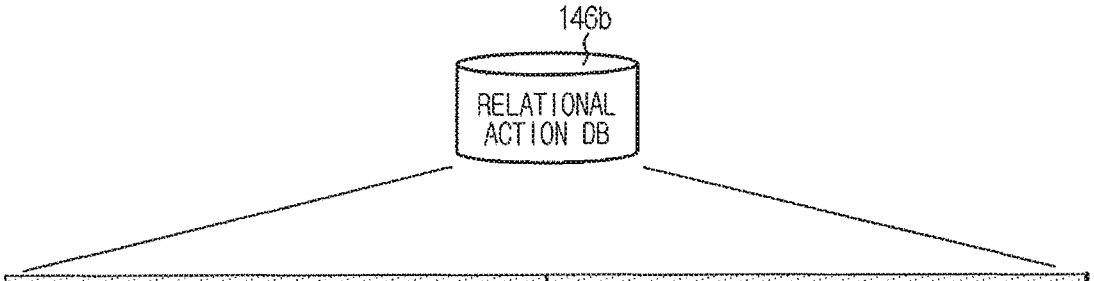
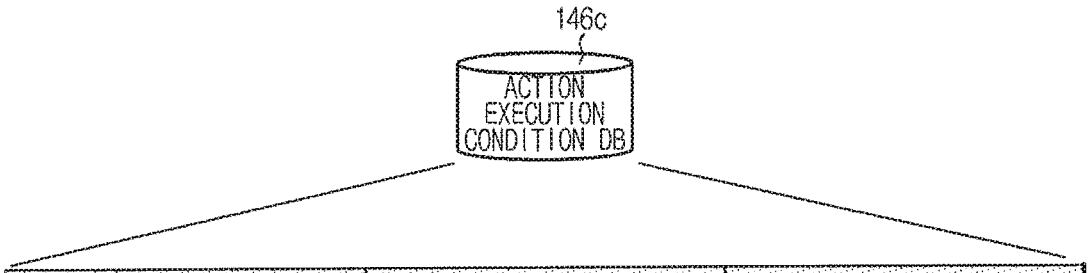

INPUT PROCESSOR(110)
DIALOGUE MANAGER(100)
SPEECH RECOGNIZER
111a
CONTEXT INFORMATION DB
142
SHORT-TERM MEMORY
144
LONG-TERM MEMORY
143
DIALOGUE AND ACTION STATE DB
147
DIALOGUE FLOW MANAGER
121
DIALOGUE ACTION MANAGER
122
DIALOGUE POLICY DB
146
AMBIGUITY SOLVER
123
PARAMETER MANAGER
124
ACTION PRIORITY DETERMINER
125
EXTERNAL INFORMATION MANAGER
126
AMBIGUITY RESOLUTION INFORMATION DB
145b
ACTION PARAMETER DB
145a
RELATIONAL ACTION DB
145c
ACTION EXECUTION CONDITION DB
145d
EXTERNAL SERVICE ASSOCIATE DB
145e
RESULT PROCESSOR
130

FIG. 27



ACTION AND EVENT	RELATIONSHIP
ROUTE GUDIANCE, VEHICLE STATE CHECK, GASOLINE STATION RECOMMENDATION	RELATED
WARNING LIGHT, REPAIR SHOP GUDIANCE	RELATED

FIG. 28



ACTION	CONDITION	PARAMETER TO DETERMINE ACTION EXECUTION CONDITION
ROUTE GUDIANCE	-	-
VEHICLE STATE CHECK (LONG DISTANCE)	DESTINATION DISTANCE ≥ 100KM	DESTINATION DISTANCE
GASOLINE STATION RECOMMENDATION	DESTINATION DISTANCE > DTE	DESTINATION DISTANCE, DTE

FIG. 29

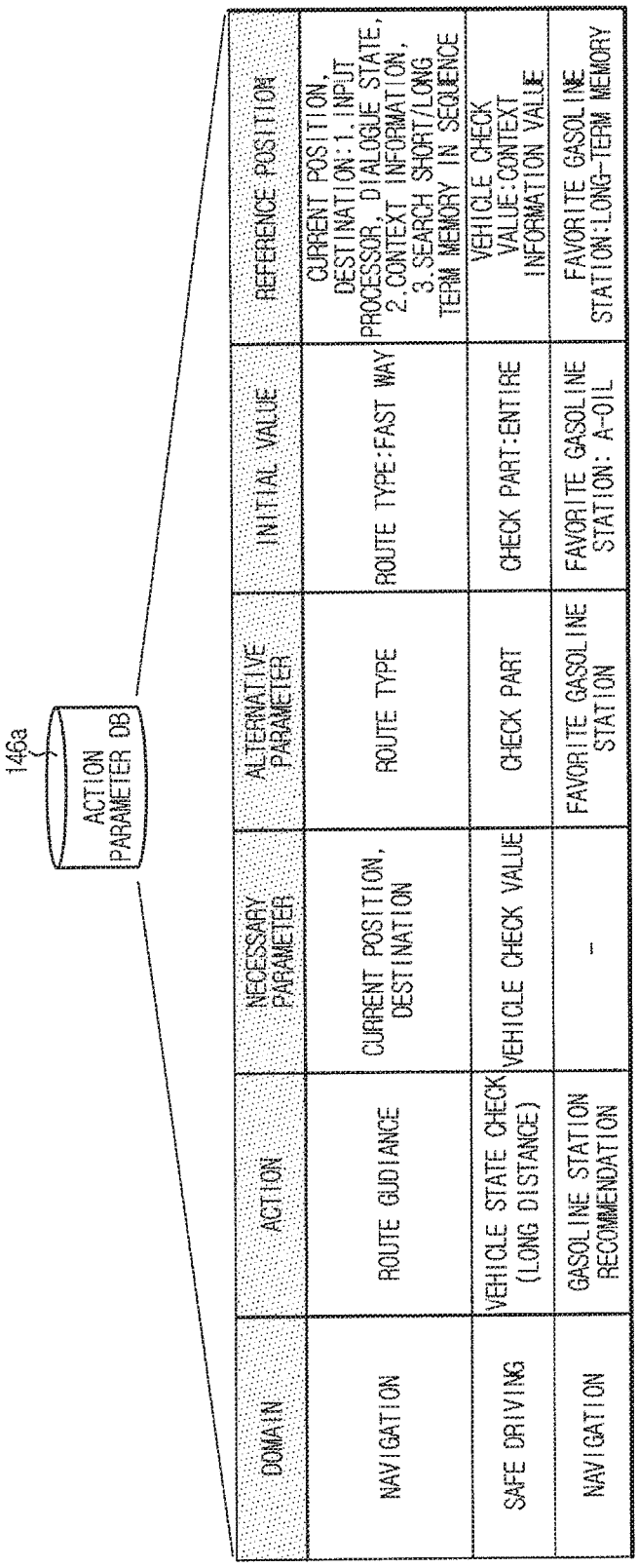

146a
ACTION PARAMETER DB
DOMAIN
ACTION
NECESSARY PARAMETER
ALTERNATIVE PARAMETER
INITIAL VALUE
REFERENCE POSITION
NAVIGATION
ROUTE GUIDIANCE
CURRENT POSITION, DESTINATION
ROUTE TYPE
ROUTE TYPE:FAST WAY
CURRENT POSITION, DESTINATION:1.INPUT PROCESSOR, DIALOGUE STATE, 2.CONTEXT INFORMATION, 3.SEARCH SHORT/LONG TERM MEMORY IN SEQUENCE
SAFE DRIVING
VEHICLE STATE CHECK (LONG DISTANCE)
VEHICLE CHECK VALUE
CHECK PART
CHECK PART:ENTIRE
VEHICLE CHECK VALUE:CONTEXT INFORMATION VALUE
NAVIGATION
GASOLINE STATION RECOMMENDATION
-
FAVORITE GASOLINE STATION
FAVORITE GASOLINE STATION: A-OIL
FAVORITE GASOLINE STATION:LONG-TERM MEMORY

FIG. 30

MORPHOLOGICAL ANALYSIS RESULT	SURROUNDING ENVIRONMENT INFORMATION	VEHICLE STATE INFORMATION	VEHICLE CONTROL
HANDS FREEZING	TEMPERATURE >20 RAIN	AIR CONDITIONER ON	INCREASE AIR CONDITIONER TEMPERATURE BY 3DEGREE
	TEMPERATURE >20 RAIN	AIR CONDITIONER OFF	TURN ON AIR CONDITIONER
	TEMPERATURE >20 RAIN x	AIR CONDITIONER ON AIR CONDITIONER WIND DIRECTION : up	AIR CONDITIONER WIND DIRECTION : DOWN
	TEMPERATURE >20 RAIN x	AIR CONDITIONER ON AIR CONDITIONER WIND DIRECTION: DOWN AIR CONDITIONER WIND VOLUME: MORE THAN MIDDLE LEVEL	AIR CONDITIONER WIND VOLUME: LOW
	TEMPERATURE >20 RAIN x	AIR CONDITIONER ON AIR CONDITIONER WIND DIRECTION: DOWN AIR CONDITIONER WIND VOLUME: LOW	INCREASE AIR CONDITIONER TEMPERATURE BY 3DEGREE
	TEMPERATURE >20	HEATER OFF	HEATER ON
	TEMPERATURE >20	HEATER ON STEERING HEAT LINE OFF	STEERING HEAT LINE ON
	TEMPERATURE >20	HEATER ON STEERING HEAT LINE ON HEATER WIND DIRECTION: DOWN	HEATER WIND DIRECTION: BI-DIRECTIONAL CHANGE
	TEMPERATURE >20	HEATER ON STEERING HEAT LINE ON HEATER WIND DIRECTION: UP HEATER TEMPERATURE<MAX	INCREASE HEATER TEMPERATURE
	TEMPERATURE >20	HEATER ON STEERING HEAT LINE ON HEATER WIND DIRECTION: UP HEATER TEMPERATURE=MAX HEATER WIND VOLUME<MAX	INCREASE HEATER WIND VOLUME
	TEMPERATURE >20	HEATER ON STEERING HEAT LINE ON HEATER WIND DIRECTION: UP HEATER TEMPERATURE=MAX HEATER WIND VOLUME=MAX HEAT SEAT OFF	HEAT SEAT ON
	TEMPERATURE >20	HEATER ON STEERING HEAT LINE ON HEATER WIND DIRECTION: UP HEATER TEMPERATURE=MAX HEATER WIND VOLUME=MAX HEAT SEAT ON	GUIDE FOR WAIT FOR A WHILE BECAUSE HEATER IS IN FULL OPERATION NOW

FIG. 31A

MORPHOLOGICAL ANALYSIS RESULT	SURROUNDING ENVIRONMENT INFORMATION	VEHICLE STATE INFORMATION	IDENTIFY CAUSE (OPTION)	VEHICLE CONTROL
HANDS COLD/ FREEZING/ SHAKING	SUMMER	WIND DIRECTION : HEAD SIDE, TEMPERATURE 19DEGREE, WIND VOLUME MAX	HAND FREEZING BECAUSE AIR CONDITIONER WIND DIRECTION IS HAND SIDE	CHANGE WIDE DIRECTION TO FOOT SIDE / REDUCE WIND STRENGTH
	WINTER	WIND DIRECTION : FOOT SIDE, TEMPERATURE 30 DEGREE, WIND VOLUME WEAK	HAND FREEZING BECAUSE HOT AIR IS NOT REAHCED TO HANDS	TURN ON STEERING WHEEL HEAT LINE
STUFFINESS		VEHICLE SPEED: 30KM OR LESS FRONT AND REAR CLEARANCE: LESS THAN 30CM	STUFFINESS DUE TO HEAVY TRAFFIC	GUIDE CHANGED ROUTE OPTION (FAST ROUTE) OR PLAY MUSIC/ CHATTING ON
	WINTER	VEHICLE SPEED: 30KM OR MORE HEATER ON	STUFFINESS DUE TO HOT AIR	OPENING WINDOW AVAIABLE
DROWSINESS		INTERNAL AIR MODE	DROWSINESS DUE TO LACK OF AIR CIRCULATION	CHANGE TO EXTERNAL AIR MODE
		EXTERNAL AIR MODE HEATER ON	DROWSINESS DUE TO HOT AIR	OPEN WINDOW
SWEAT/HOT	WINTER	HEATER ON	HEAT DUE TO OVERHEATING	LOWER TEMPERATURE/ REDUCE WIND VOLUME
	WINTER	HEATER OFF	HEAT DUE TO BODY HEAT	RECOMMMAND OPEN WINDOW/ BIORHYTHM CHECK
	SUMMER	AIR CONDITIONER OFF	HEAT ACCORDIND TO SEASON	AIR CONDITIONER ON
	SUMMER	AIR CONDITIONER ON	AIR CONDITIONER TEMPERATURE SET HIGH	LOWER AIR CONDITIONER TEMPERATURE/ INCREASE WINDOW VOLUME
COLD	SUMMER	AIR CONDITIONER ON	COLD DUE TO STRONG WIND OF AIR CONDITIONER	INCREASE AIR CONDITIONER TEMPERATURE/ REDUCE WINDOW VOLUME
	SUMMER	AIR CONDITIONER OFF	TUEN ON HEATER SINCE COLD IS CAUSED BY ILLUNESS	HEATER ON
	WINTER	HEATER ON	WEAK HEATER	INCREASE HEATER TEMPERATURE/ INCREASE VOLUME
	WINTER	HEATER OFF	COLD DUE TO HEATER FAILURE	HEATER ON

FIG. 31B

MORPHOLOGICAL ANALYSIS RESULT	SURROUNDING ENVIRONMENT INFORMATION	VEHICLE STATE INFORMATION	IDENTIFY CAUSE (OPTION)	VEHICLE CONTROL
HEAD HURTS	WINTER	HEATER ON	HEADACHE DUE TO LACK OF AIR CIRCULATION	CONVERT AMBIENT AIR AND OPEN WINDOW
	WINTER	HEATER OFF	HEADACHE DUE TO COLD	HEATER ON
	SUMMER	AIR CONDITIONER OFF	HEADACHE DUE TO HEAT	AIR CONDITIONER ON
	SUMMER	AIR CONDITIONER ON	HEADACHE DUE TO AIR CONDITIONINGITIS	CHANGE WIND VOLUME AND DIRECTION
	HEAVY TRAFFIC	VEHICLE SPEED: 30KM OR LESS/ FRONT AND REAR CLEARANCE: LESS THAN 30CM	HEADACHE DUE TO HEAVY TRAFFIC	HUMOR / MUSIC PLAYBACK, ETC
UNCOMFORTABLE	WINTER /RAINING		UNPLEASANT DUE TO HIGH HUMIDITY	EXECUTION OF DEFOGGING FUNCTION / DEHUMIDIFICATION FUNCTION
	SUMMER /SUNNY		UNPLEASANT CAUSED BY SWEAT DUE TO SEASONAL CHARACTERISTICS	DRIVE AIR CONDITIONER AT THE LOWEST TEMPERATURE
	SUMMER /RAINING		HIGH HUMIDITY IN VEHICLE	DRIVE AIR CONDITIONER DEHUMIDIFICATION MODE

FIG. 32

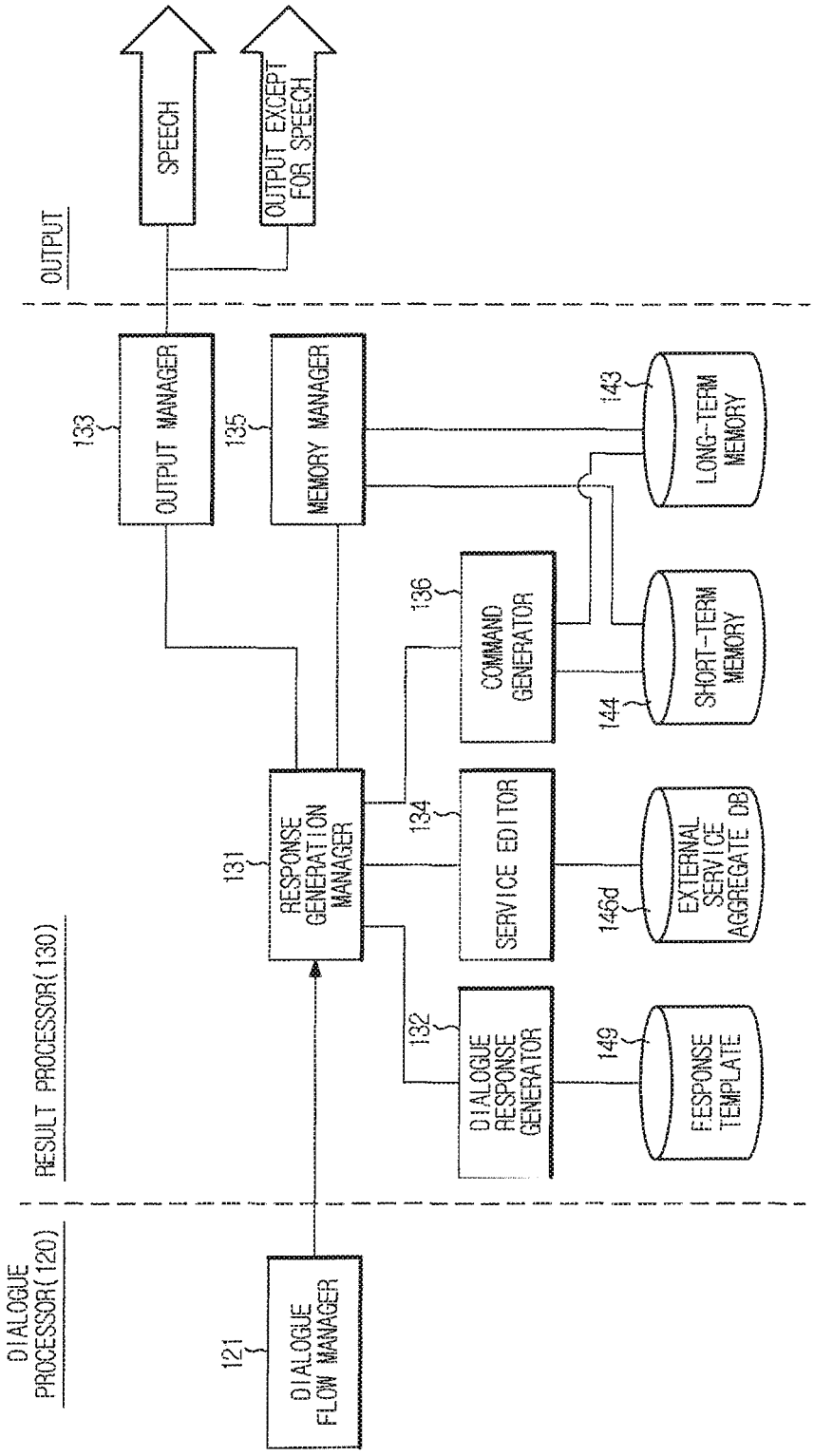

DIALOGUE PROCESSOR(120)
RESULT PROCESSOR(130)
OUTPUT
121
DIALOGUE FLOW MANAGER
131
RESPONSE GENERATION MANAGER
132
DIALOGUE RESPONSE GENERATOR
134
SERVICE EDITOR
136
COMMAND GENERATOR
133
OUTPUT MANAGER
135
MEMORY MANAGER
SPEECH
OUTPUT EXCEPT FOR SPEECH
143
LONG-TERM MEMORY
144
SHORT-TERM MEMORY
146d
EXTERNAL SERVICE AGGREGATE DB
149
RESPONSE TEMPLATE

FIG. 33

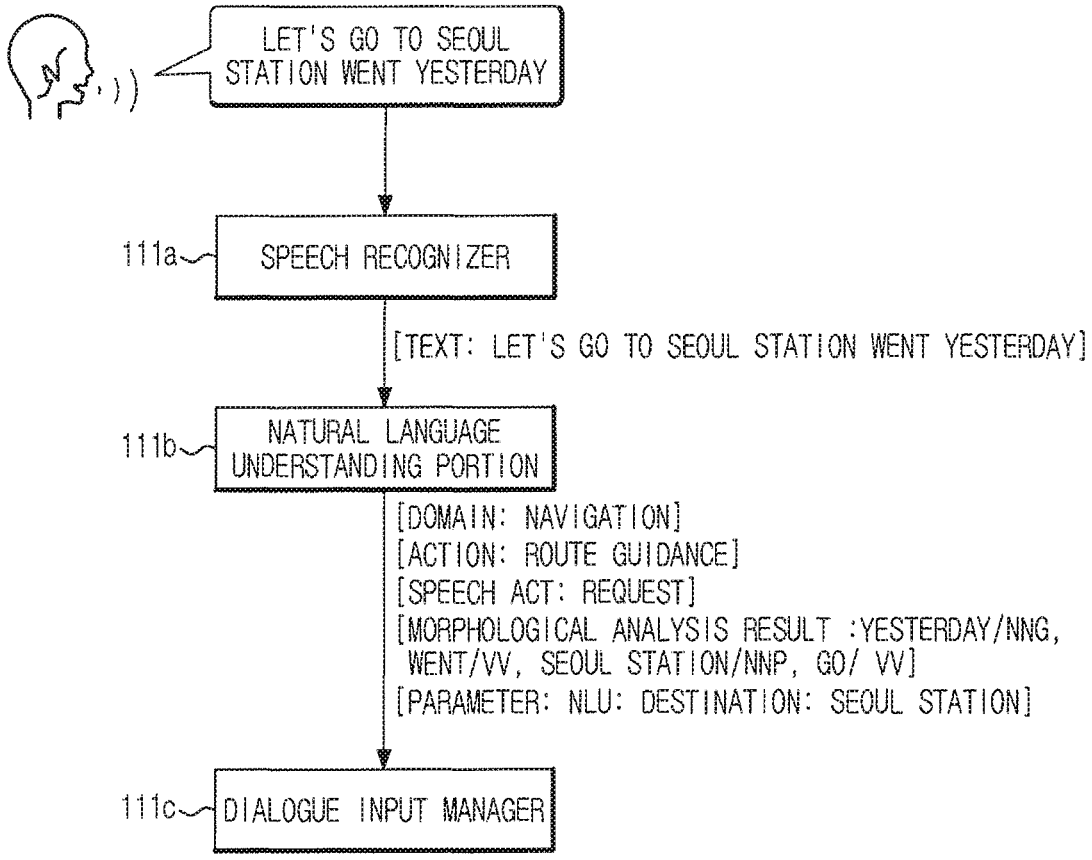

LET'S GO TO SEOUL STATION WENT YESTERDAY
111a
SPEECH RECOGNIZER
[TEXT: LET'S GO TO SEOUL STATION WENT YESTERDAY]
111b
NATURAL LANGUAGE UNDERSTANDING PORTION
[DOMAIN: NAVIGATION]
[ACTION: ROUTE GUIDANCE]
[SPEECH ACT: REQUEST]
[MORPHOLOGICAL ANALYSIS RESULT :YESTERDAY/NNG, WENT/VV, SEOUL STATION/NNP, GO/ VV]
[PARAMETER: NLU: DESTINATION: SEOUL STATION]
111c
DIALOGUE INPUT MANAGER

FIG. 34

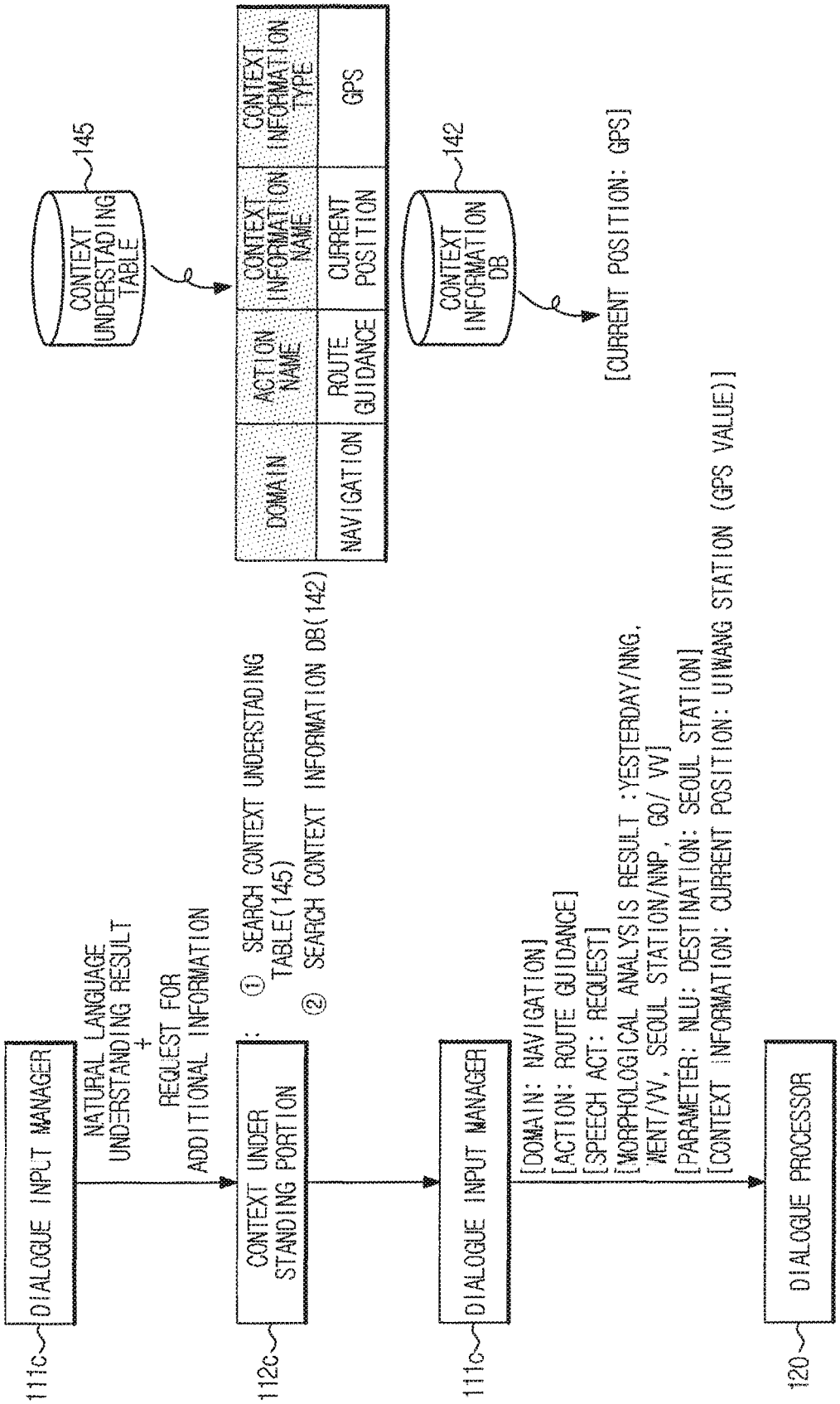

111c
DIALOGUE INPUT MANAGER
NATURAL LANGUAGE UNDERSTANDING RESULT
+
REQUEST FOR ADDITIONAL INFORMATION
112c
CONTEXT UNDERSTANDING PORTION
① SEARCH CONTEXT UNDERSTADING TABLE(145)
② SEARCH CONTEXT INFORMATION DB(142)
111c
DIALOGUE INPUT MANAGER
[DOMAIN: NAVIGATION]
[ACTION: ROUTE GUIDANCE]
[SPEECH ACT: REQUEST]
[MORPHOLOGICAL ANALYSIS RESULT :YESTERDAY/NNG, MENT/VV, SEOUL STATION/NNP, GO/ VV]
[PARAMETER: NLU: DESTINATION: SEOUL STATION]
[CONTEXT INFORMATION: CURRENT POSITION: UIWANG STATION (GPS VALUE)]
120
DIALOGUE PROCESSOR
145
CONTEXT UNDERSTADING TABLE
DOMAIN
ACTION NAME
CONTEXT INFORMATION NAME
CONTEXT INFORMATION TYPE
NAVIGATION
ROUTE GUIDANCE
CURRENT POSITION
GPS
142
CONTEXT INFORMATION DB
[CURRENT POSITION: GPS]

FIG. 35

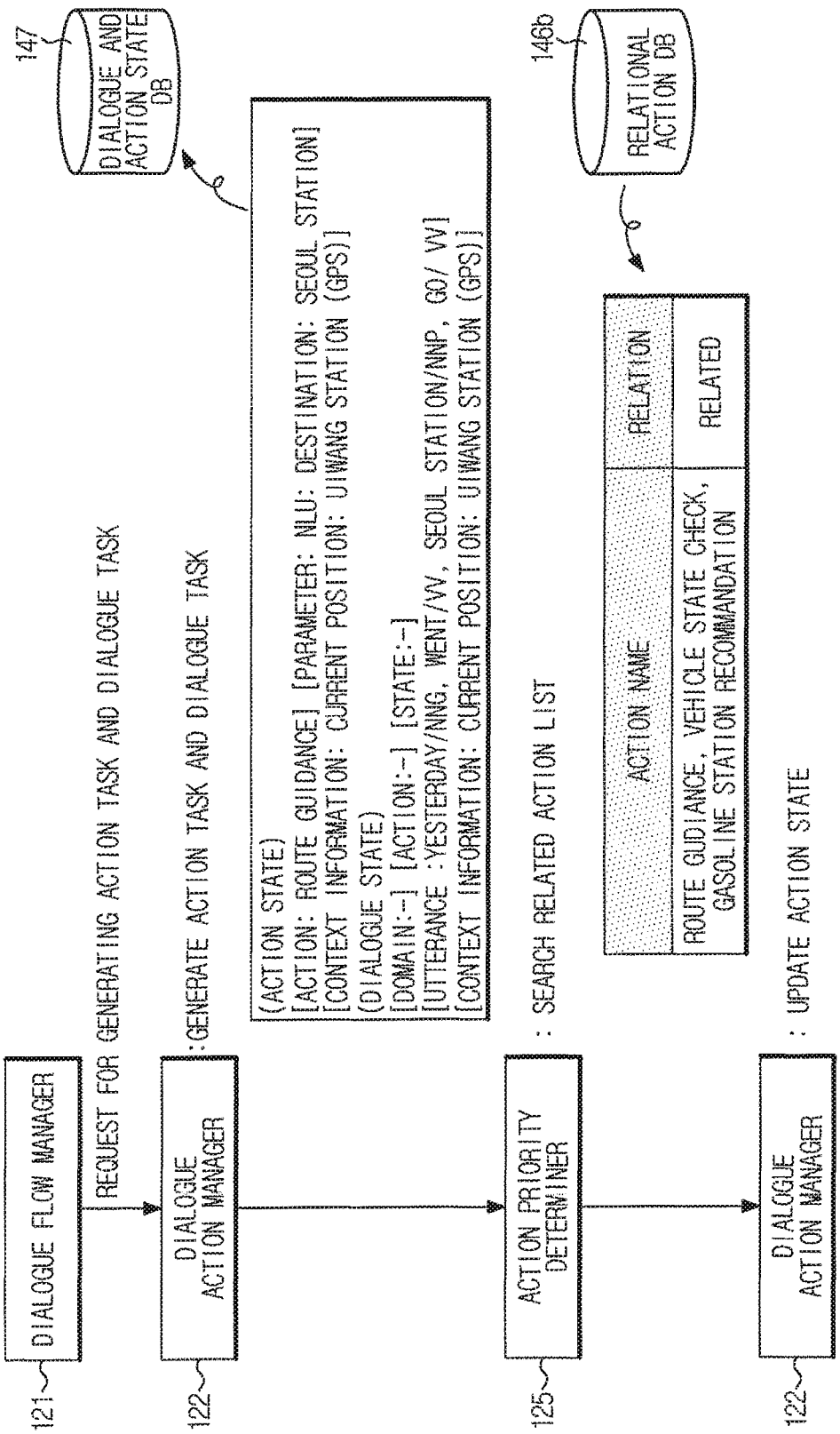

147
DIALOGUE AND ACTION STATE DB
146b
RELATIONAL ACTION DB
121
DIALOGUE FLOW MANAGER
REQUEST FOR GENERATING ACTION TASK AND DIALOGUE TASK
122
DIALOGUE ACTION MANAGER
:GENERATE ACTION TASK AND DIALOGUE TASK
(ACTION STATE)
[ACTION: ROUTE GUIDANCE] [PARAMETER: NLU: DESTINATION: SEOUL STATION]
[CONTEXT INFORMATION: CURRENT POSITION: UIWANG STATION (GPS)]
(DIALOGUE STATE)
[DOMAIN:-] [ACTION:-] [STATE:-]
[UTTERANCE :YESTERDAY/NNG, WENT/VV, SEOUL STATION/NNP, GO/ VV]
[CONTEXT INFORMATION: CURRENT POSITION: UIWANG STATION (GPS)]
125
ACTION PRIORITY DETERMINER
: SEARCH RELATED ACTION LIST
ACTION NAME
RELATION
ROUTE GUIDANCE, VEHICLE STATE CHECK, GASOLINE STATION RECOMMANDATION
RELATED
122
DIALOGUE ACTION MANAGER
: UPDATE ACTION STATE

FIG. 36

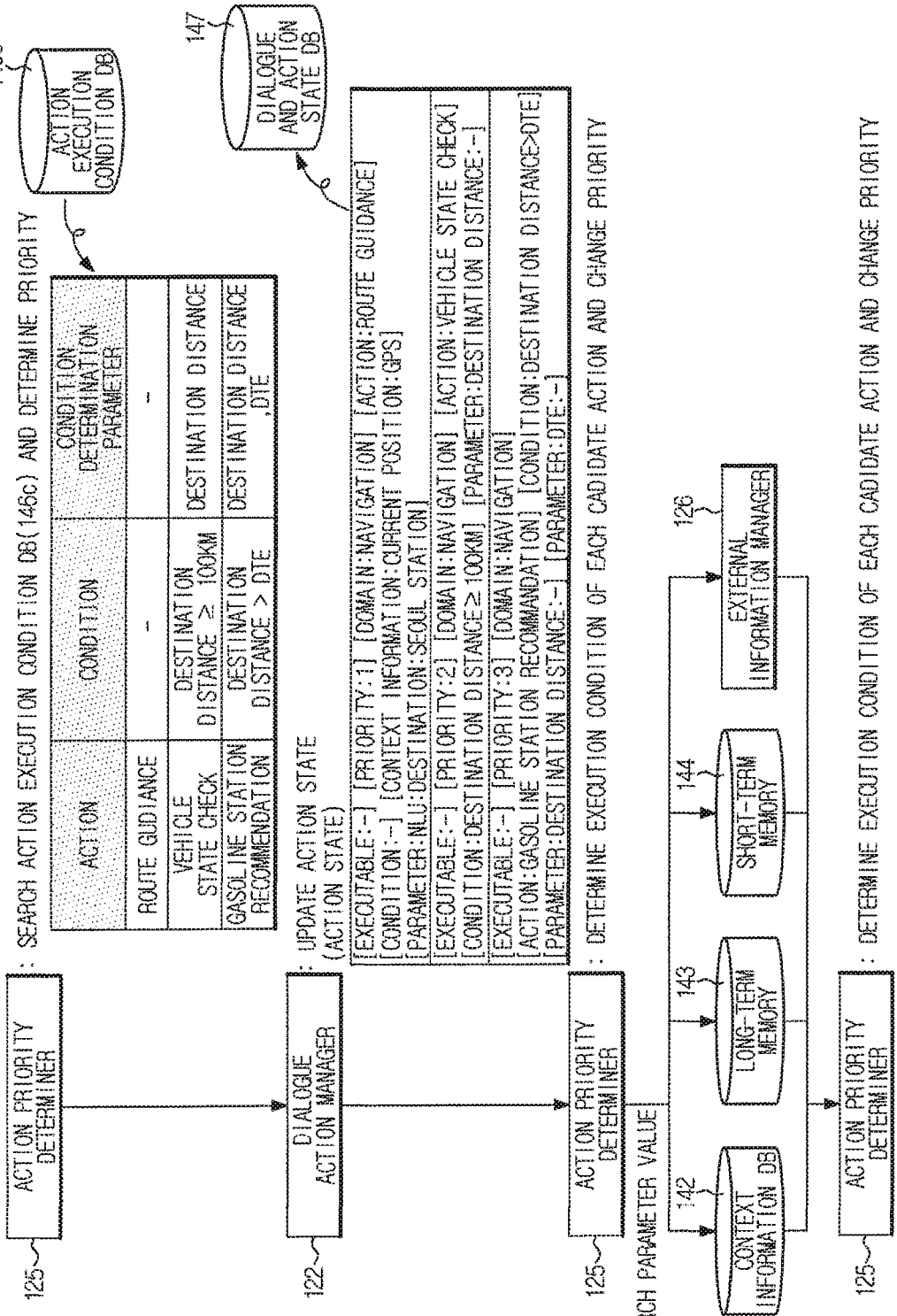

ACTION PRIORITY DETERMINER
125
: SEARCH ACTION EXECUTION CONDITION DB(146c) AND DETERMINE PRIORITY
ACTION
CONDITION
CONDITION DETERMINATION PARAMETER
ROUTE GUIDANCE
-
-
VEHICLE STATE CHECK
DESTINATION DISTANCE ≥ 100KM
DESTINATION DISTANCE
GASOLINE STATION RECOMMENDATION
DESTINATION DISTANCE > DTE
DESTINATION DISTANCE, DTE
146c
ACTION EXECUTION CONDITION DB
147
DIALOGUE AND ACTION STATE DB
DIALOGUE ACTION MANAGER
122
: UPDATE ACTION STATE (ACTION STATE)
[EXECUTABLE:-] [PRIORITY:1] [DOMAIN:NAVIGATION] [ACTION:ROUTE GUIDANCE]
[CONDITION:-] [CONTEXT INFORMATION:CURRENT POSITION:GPS]
PARAMETER:NLU:DESTINATION:SEOUL STATION]
[EXECUTABLE:-] [PRIORITY:2] [DOMAIN:NAVIGATION] [ACTION:VEHICLE STATE CHECK]
[CONDITION:DESTINATION DISTANCE≥100KM] [PARAMETER:DESTINATION DISTANCE:-]
[EXECUTABLE:-] [PRIORITY:3] [DOMAIN:NAVIGATION]
[ACTION:GASOLINE STATION RECOMMANDATION] [CONDITION:DESTINATION DISTANCE>DTE]
[PARAMETER:DESTINATION DISTANCE:-] [PARAMETER:DTE:-]
ACTION PRIORITY DETERMINER
125
: DETERMINE EXECUTION CONDITION OF EACH CADIDATE ACTION AND CHANGE PRIORITY
SEARCH PARAMETER VALUE
142
CONTEXT INFORMATION DB
143
LONG-TERM MEMORY
144
SHORT-TERM MEMORY
126
EXTERNAL INFORMATION MANAGER
ACTION PRIORITY DETERMINER
125
: DETERMINE EXECUTION CONDITION OF EACH CADIDATE ACTION AND CHANGE PRIORITY

FIG. 37

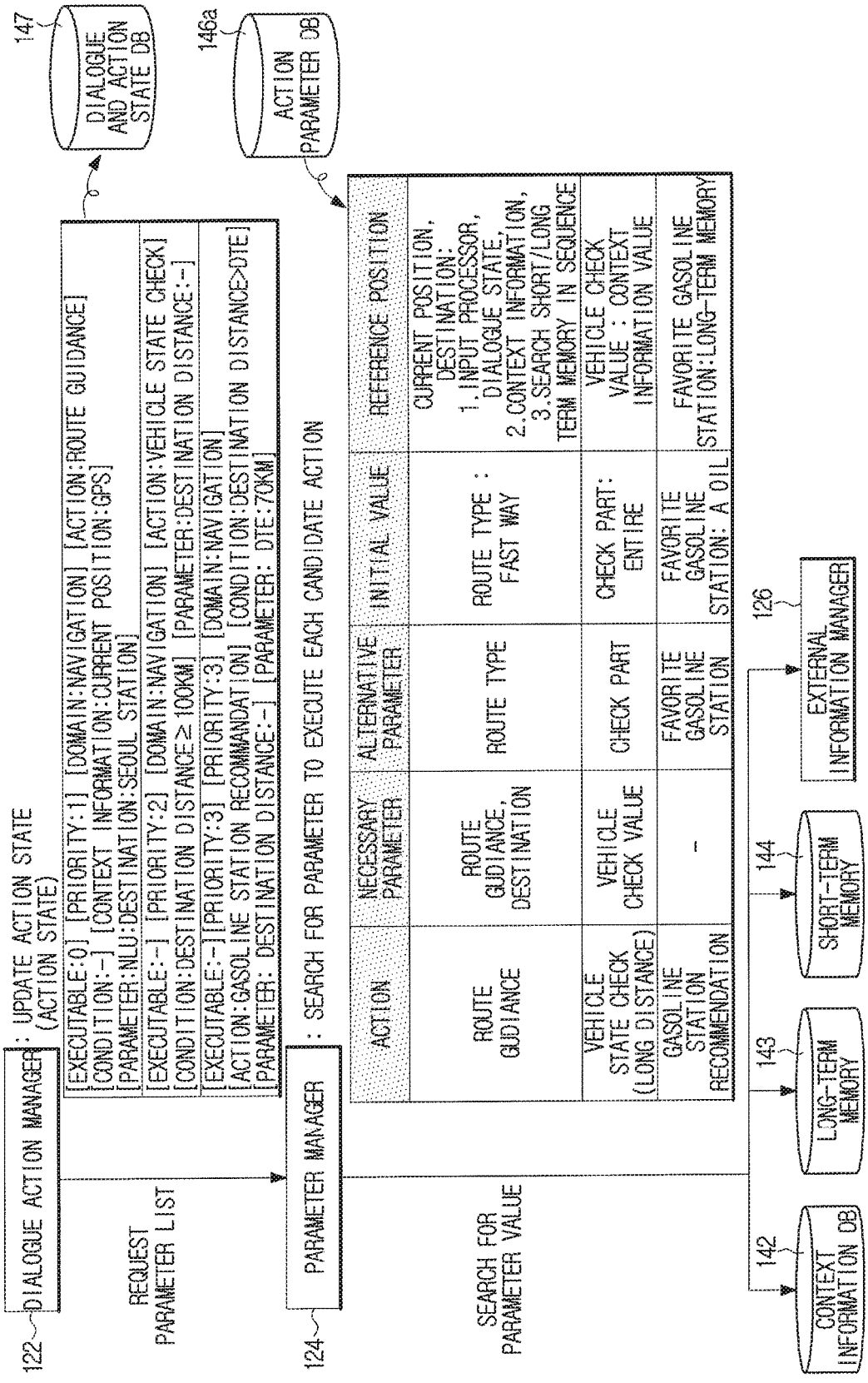

122
DIALOGUE ACTION MANAGER
: UPDATE ACTION STATE (ACTION STATE)
REQUEST PARAMETER LIST
[EXECUTABLE:0] [PRIORITY:1] [DOMAIN:NAVIGATION] [ACTION:ROUTE GUIDANCE] [CONDITION:-] [CONTEXT INFORMATION:CURRENT POSITION:GPS] [PARAMETER:NLU:DESTINATION:SEOUL STATION]
[EXECUTABLE:-] [PRIORITY:2] [DOMAIN:NAVIGATION] [ACTION:VEHICLE STATE CHECK] [CONDITION:DESTINATION DISTANCE≥100KM] [PARAMETER:DESTINATION DISTANCE:-]
[EXECUTABLE:-] [PRIORITY:3] [DOMAIN:NAVIGATION] [ACTION:GASOLINE STATION RECOMMANDATION] [CONDITION:DESTINATION DISTANCE>DTE] [PARAMETER: DESTINATION DISTANCE:-] [PARAMETER: DTE:70KM]
147
DIALOGUE AND ACTION STATE DB
146a
ACTION PARAMETER DB
124
PARAMETER MANAGER
: SEARCH FOR PARAMETER TO EXECUTE EACH CANDIDATE ACTION
SEARCH FOR PARAMETER VALUE
ACTION
NECESSARY PARAMETER
ALTERNATIVE PARAMETER
INITIAL VALUE
REFERENCE POSITION
ROUTE GUIDANCE
ROUTE GUIDANCE, DESTINATION
ROUTE TYPE
ROUTE TYPE : FAST WAY
CURRENT POSITION, DESTINATION: 1.INPUT PROCESSOR, DIALOGUE STATE, 2.CONTEXT INFORMATION, 3.SEARCH SHORT/LONG TERM MEMORY IN SEQUENCE
VEHICLE STATE CHECK (LONG DISTANCE)
VEHICLE CHECK VALUE
CHECK PART
CHECK PART: ENTIRE
VEHICLE CHECK VALUE : CONTEXT INFORMATION VALUE
GASOLINE STATION RECOMMENDATION
-
FAVORITE GASOLINE STATION
FAVORITE GASOLINE STATION: A OIL
FAVORITE GASOLINE STATION:LONG-TERM MEMORY
142
CONTEXT INFORMATION DB
143
LONG-TERM MEMORY
144
SHORT-TERM MEMORY
126
EXTERNAL INFORMATION MANAGER

FIG. 38

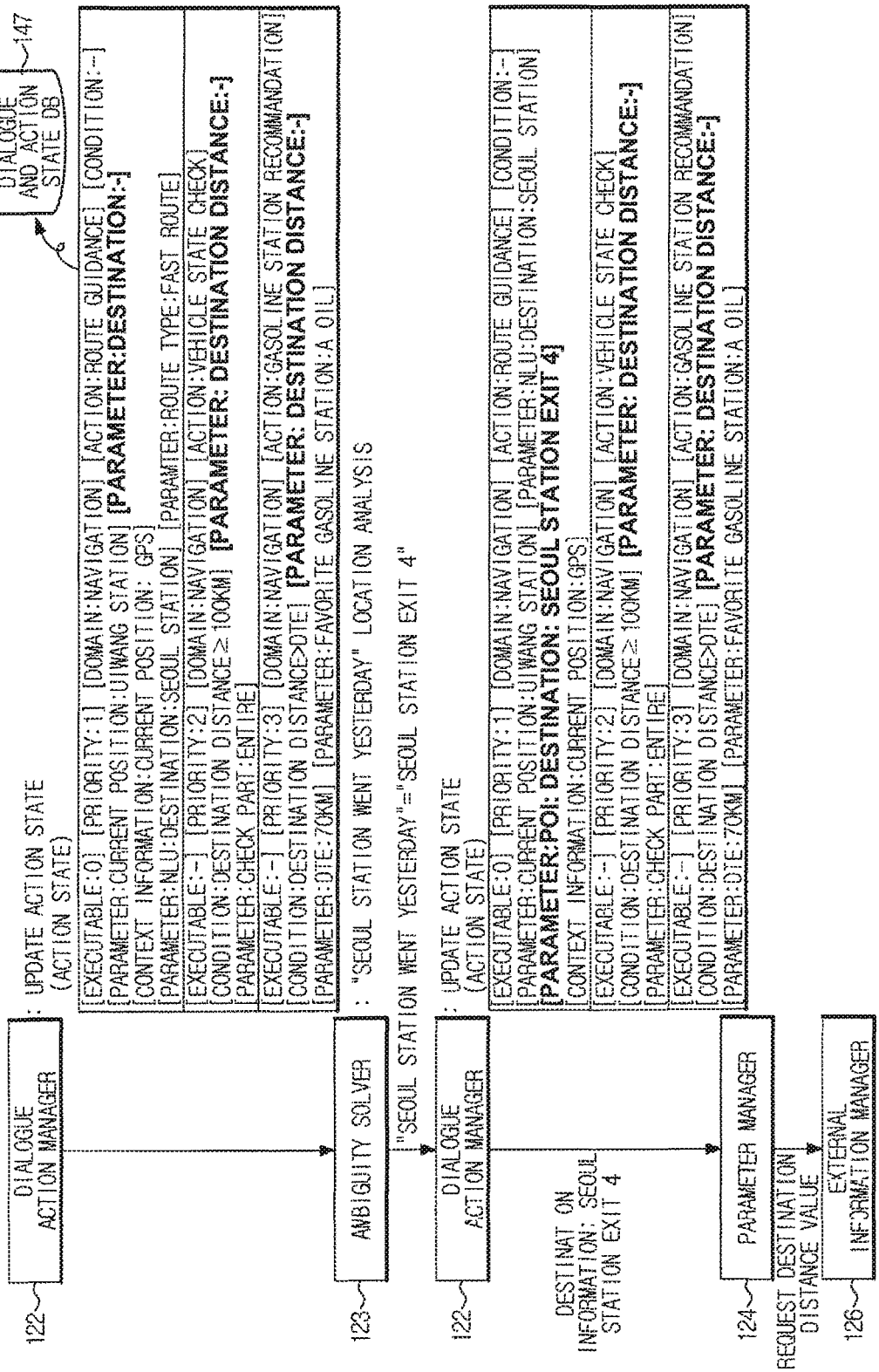

DIALOGUE AND ACTION STATE DB
147
122
DIALOGUE ACTION MANAGER
: UPDATE ACTION STATE (ACTION STATE)
[EXECUTABLE:O] [PRIORITY:1] [DOMAIN:NAVIGATION] [ACTION:ROUTE GUIDANCE] [CONDITION:-] [PARAMETER:CURRENT POSITION:UIWANG STATION] [PARAMETER:DESTINATION:-] [CONTEXT INFORMATION:CURRENT POSITION: GPS] [PARAMETER:NLU:DESTINATION:SEOUL STATION] [PARAMTER:ROUTE TYPE:FAST ROUTE]
[EXECUTABLE:-] [PRIORITY:2] [DOMAIN:NAVIGATION] [ACTION:VEHICLE STATE CHECK] [CONDITION:DESTINATION DISTANCE≥ 100KM] [PARAMETER: DESTINATION DISTANCE:-] [PARAMETER:CHECK PART:ENTIRE]
[EXECUTABLE:-] [PRIORITY:3] [DOMAIN:NAVIGATION] [ACTION:GASOLINE STATION RECOMMANDATION] [CONDITION:DESTINATION DISTANCE>DTE] [PARAMETER: DESTINATION DISTANCE:-] [PARAMETER:DTE:70KM] [PARAMETER:FAVORITE GASOLINE STATION:A OIL]
123
AMBIGUITY SOLVER
: "SEOUL STATION WENT YESTERDAY" LOCATION ANALYSIS
"SEOUL STATION WENT YESTERDAY"="SEOUL STATION EXIT 4"
122
DIALOGUE ACTION MANAGER
: UPDATE ACTION STATE (ACTION STATE)
[EXECUTABLE:O] [PRIORITY:1] [DOMAIN:NAVIGATION] [ACTION:ROUTE GUIDANCE] [CONDITION:-] [PARAMETER:CURRENT POSITION:UIWANG STATION] [PARAMETER:NLU:DESTINATION:SEOUL STATION] [PARAMETER:POI: DESTINATION: SEOUL STATION EXIT 4] [CONTEXT INFORMATION:CURRENT POSITION:GPS]
[EXECUTABLE:-] [PRIORITY:2] [DOMAIN:NAVIGATION] [ACTION:VEHICLE STATE CHECK] [CONDITION:DESTINATION DISTANCE≥ 100KM] [PARAMETER: DESTINATION DISTANCE:-] [PARAMETER:CHECK PART:ENTIRE]
[EXECUTABLE:-] [PRIORITY:3] [DOMAIN:NAVIGATION] [ACTION:GASOLINE STATION RECOMMANDATION] [CONDITION:DESTINATION DISTANCE>DTE] [PARAMETER: DESTINATION DISTANCE:-] [PARAMETER:DTE:70KM] [PARAMETER:FAVORITE GASOLINE STATION:A OIL]
DESTINATION INFORMATION: SEOUL STATION EXIT 4
124
PARAMETER MANAGER
REQUEST DESTINATION DISTANCE VALUE
126
EXTERNAL INFORMATION MANAGER

FIG. 39

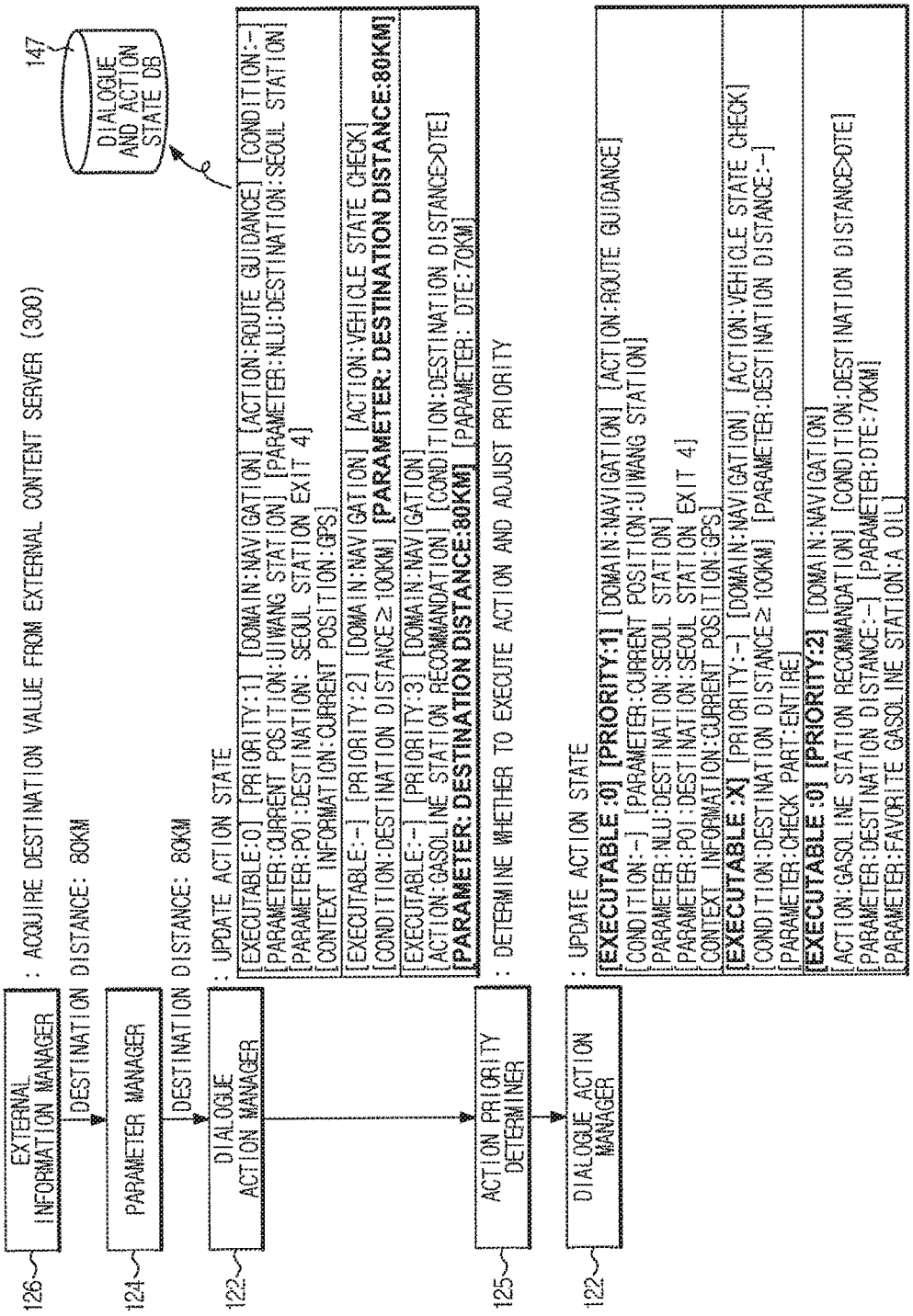

126
EXTERNAL INFORMATION MANAGER
: ACQUIRE DESTINATION VALUE FROM EXTERNAL CONTENT SERVER (300)
DESTINATION DISTANCE: 80KM
124
PARAMETER MANAGER
DESTINATION DISTANCE: 80KM
122
DIALOGUE ACTION MANAGER
: UPDATE ACTION STATE
[EXECUTABLE:O] [PRIORITY:1] [DOMAIN:NAVIGATION] [ACTION:ROUTE GUIDANCE] [CONDITION:-]
[PARAMETER:CURRENT POSITION:UIWANG STATION] [PARAMETER:NLU:DESTINATION:SEOUL STATION]
[PARAMETER:POI:DESTINATION: SEOUL STATION EXIT 4]
[CONTEXT INFORMATION:CURRENT POSITION:GPS]
[EXECUTABLE:-] [PRIORITY:2] [DOMAIN:NAVIGATION] [ACTION:VEHICLE STATE CHECK]
[CONDITION:DESTINATION DISTANCE≥100KM] [PARAMETER: DESTINATION DISTANCE:80KM]
[EXECUTABLE:-] [PRIORITY:3] [DOMAIN:NAVIGATION]
[ACTION:GASOLINE STATION RECOMMANDATION] [CONDITION:DESTINATION DISTANCE>DTE]
[PARAMETER: DESTINATION DISTANCE:80KM] [PARAMETER: DTE:70KM]
147
DIALOGUE AND ACTION STATE DB
125
ACTION PRIORITY DETERMINER
: DETERMINE WHETHER TO EXECUTE ACTION AND ADJUST PRIORITY
122
DIALOGUE ACTION MANAGER
: UPDATE ACTION STATE
[EXECUTABLE:O] [PRIORITY:1] [DOMAIN:NAVIGATION] [ACTION:ROUTE GUIDANCE]
[CONDITION:-] [PARAMETER:CURRENT POSITION:UIWANG STATION]
[PARAMETER:NLU:DESTINATION:SEOUL STATION]
[PARAMETER:POI:DESTINATION:SEOUL STATION EXIT 4]
[CONTEXT INFORMATION:CURRENT POSITION:GPS]
[EXECUTABLE:X] [PRIORITY:-] [DOMAIN:NAVIGATION] [ACTION:VEHICLE STATE CHECK]
[CONDITION:DESTINATION DISTANCE≥100KM] [PARAMETER:DESTINATION DISTANCE:-]
[PARAMETER:CHECK PART:ENTIRE]
[EXECUTABLE:O] [PRIORITY:2] [DOMAIN:NAVIGATION]
[ACTION:GASOLINE STATION RECOMMANDATION] [CONDITION:DESTINATION DISTANCE>DTE]
[PARAMETER:DESTINATION DISTANCE:-] [PARAMETER:DTE:70KM]
[PARAMETER:FAVORITE GASOLINE STATION:A OIL]

FIG. 40

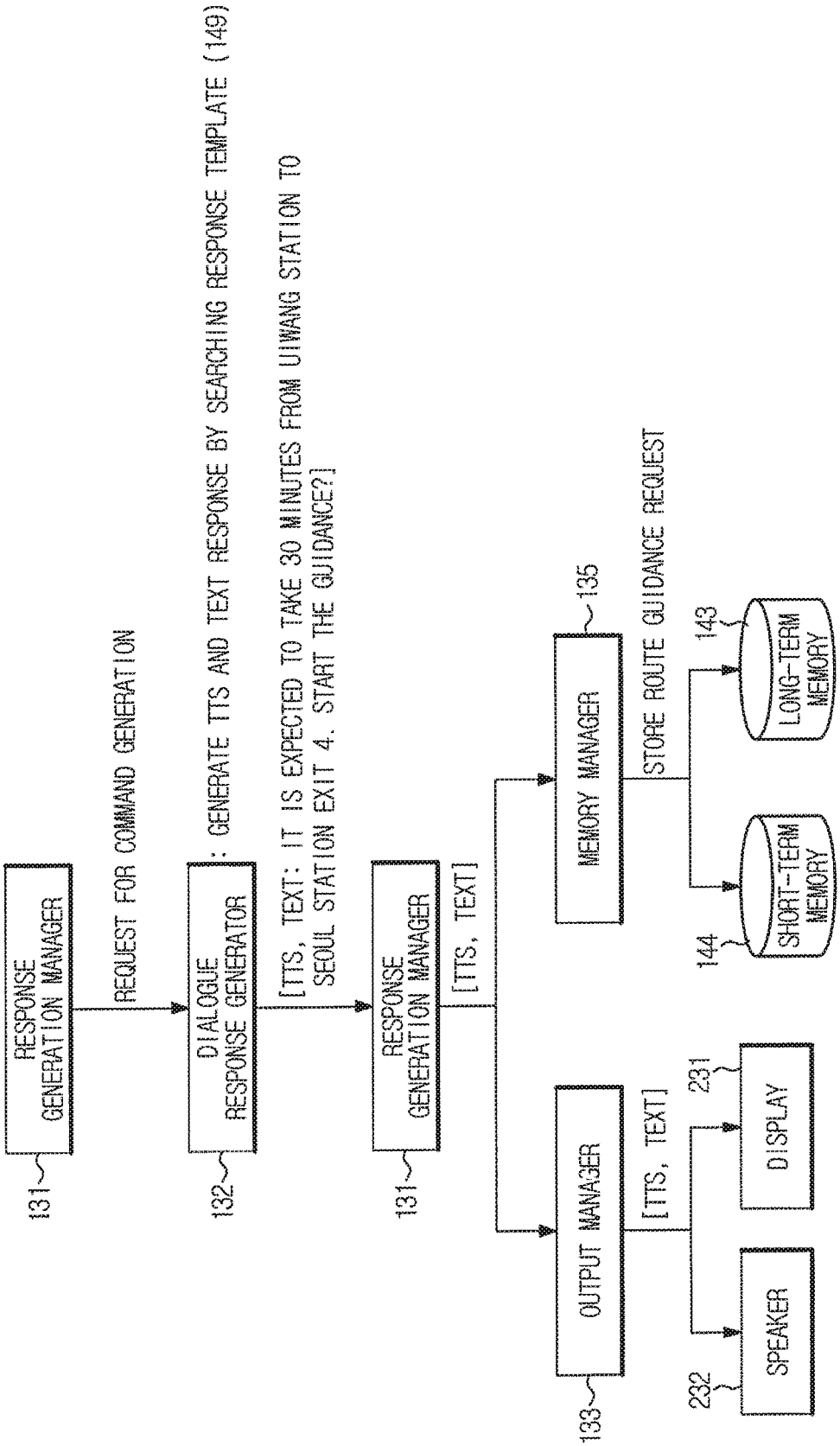

RESPONSE GENERATION MANAGER
131
REQUEST FOR COMMAND GENERATION
DIALOGUE RESPONSE GENERATOR
132
: GENERATE TTS AND TEXT RESPONSE BY SEARCHING RESPONSE TEMPLATE (149)
[TTS, TEXT: IT IS EXPECTED TO TAKE 30 MINUTES FROM UIWANG STATION TO SEOUL STATION EXIT 4. START THE GUIDANCE?]
RESPONSE GENERATION MANAGER
131
[TTS, TEXT]
MEMORY MANAGER
135
STORE ROUTE GUIDANCE REQUEST
143
LONG-TERM MEMORY
144
SHORT-TERM MEMORY
OUTPUT MANAGER
133
[TTS, TEXT]
231
DISPLAY
232
SPEAKER

FIG. 41

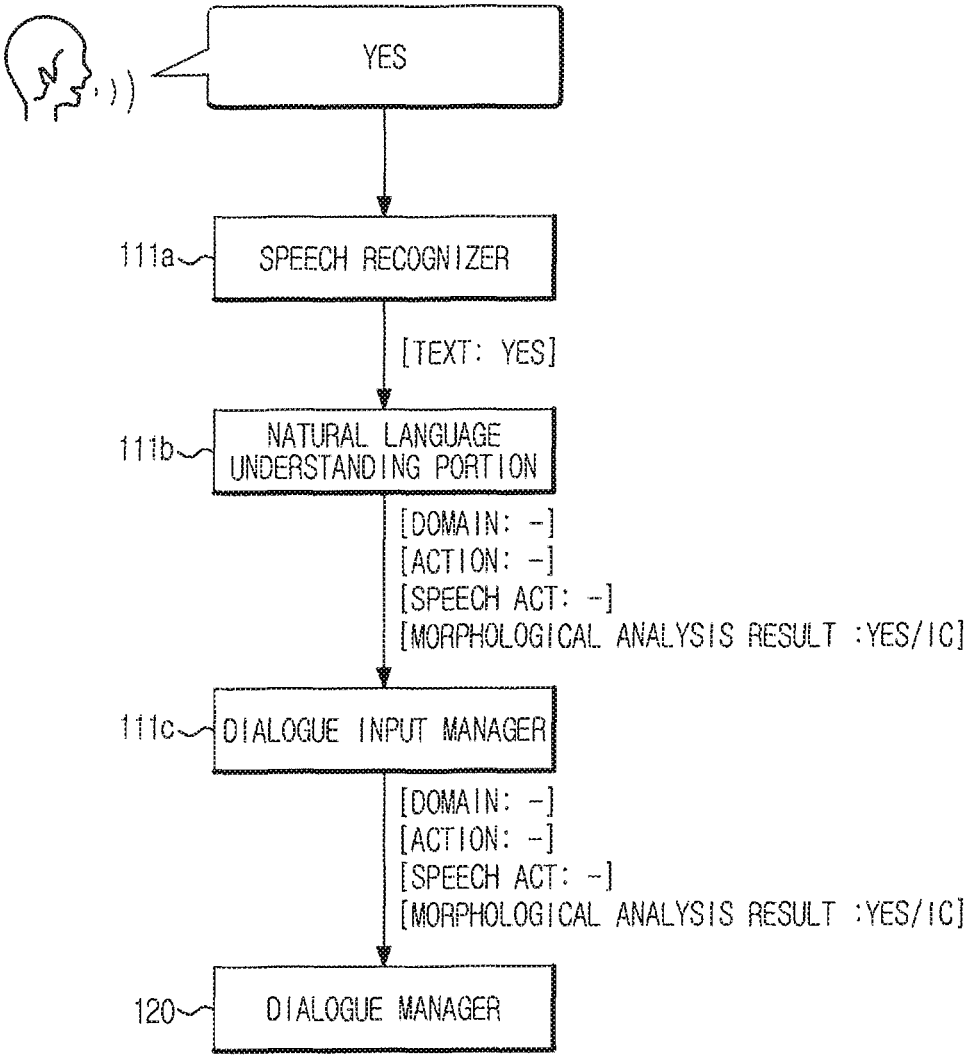

YES
111a
SPEECH RECOGNIZER
[TEXT: YES]
111b
NATURAL LANGUAGE UNDERSTANDING PORTION
[DOMAIN: -]
[ACTION: -]
[SPEECH ACT: -]
[MORPHOLOGICAL ANALYSIS RESULT :YES/IC]
111c
DIALOGUE INPUT MANAGER
[DOMAIN: -]
[ACTION: -]
[SPEECH ACT: -]
[MORPHOLOGICAL ANALYSIS RESULT :YES/IC]
120
DIALOGUE MANAGER

FIG. 42

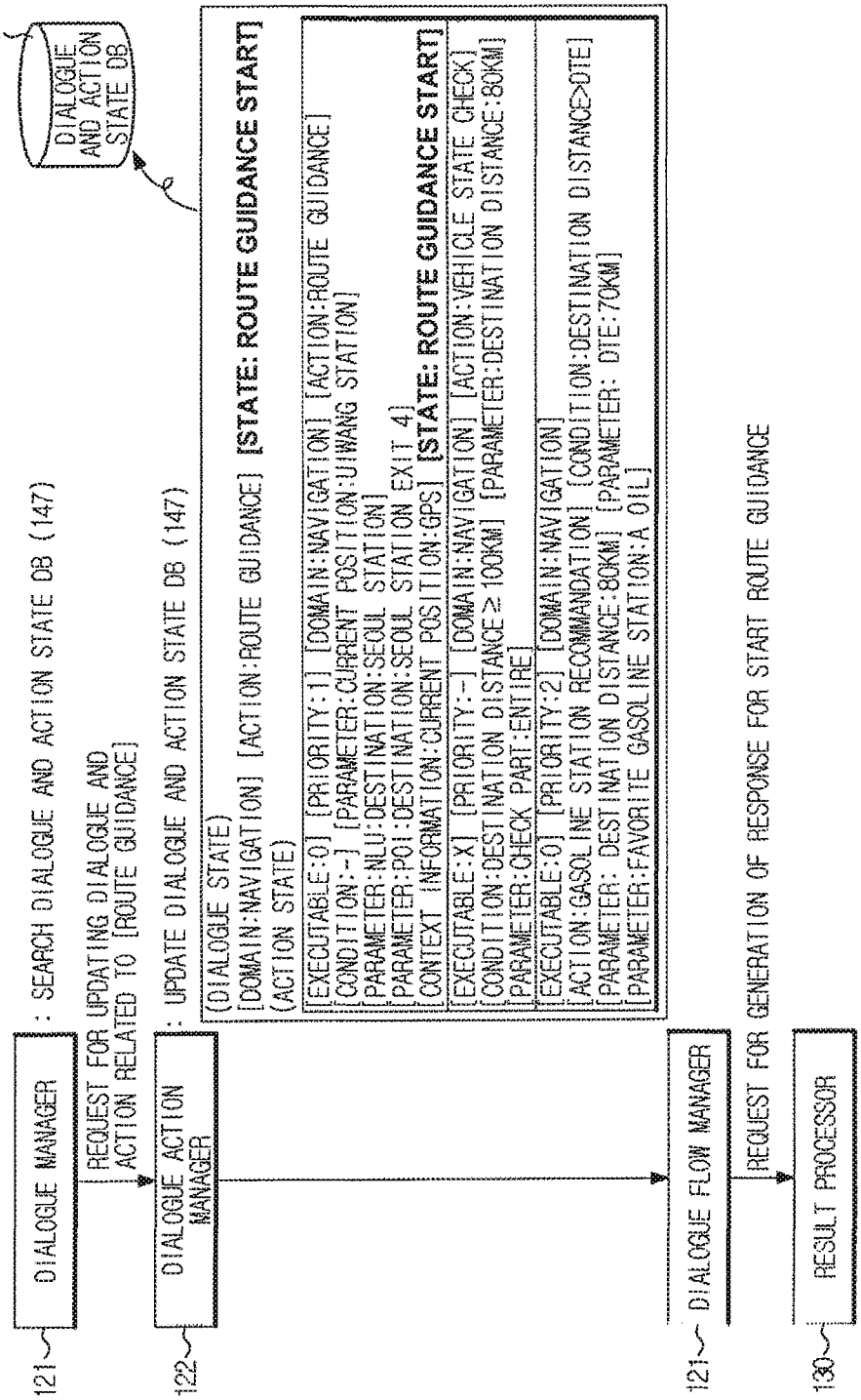

147
DIALOGUE AND ACTION STATE DB
121
DIALOGUE MANAGER
: SEARCH DIALOGUE AND ACTION STATE DB (147)
REQUEST FOR UPDATING DIALOGUE AND ACTION RELATED TO [ROUTE GUIDANCE]
122
DIALOGUE ACTION MANAGER
: UPDATE DIALOGUE AND ACTION STATE DB (147)
(DIALOGUE STATE)
[DOMAIN:NAVIGATION] [ACTION:ROUTE GUIDANCE] [STATE: ROUTE GUIDANCE START]
(ACTION STATE)
[EXECUTABLE:0] [PRIORITY:1] [DOMAIN:NAVIGATION] [ACTION:ROUTE GUIDANCE]
[CONDITION:-] [PARAMETER:CURRENT POSITION:UIWANG STATION]
[PARAMETER:NLU:DESTINATION:SEOUL STATION]
[PARAMETER:POI:DESTINATION:SEOUL STATION EXIT 4]
[CONTEXT INFORMATION:CURRENT POSITION:GPS] [STATE: ROUTE GUIDANCE START]
[EXECUTABLE:X] [PRIORITY:-] [DOMAIN:NAVIGATION] [ACTION:VEHICLE STATE CHECK]
[CONDITION:DESTINATION DISTANCE≥ 100KM] [PARAMETER:DESTINATION DISTANCE:80KM]
[PARAMETER:CHECK PART:ENTIRE]
[EXECUTABLE:0] [PRIORITY:2] [DOMAIN:NAVIGATION]
[ACTION:GASOLINE STATION RECOMMANDATION] [CONDITION:DESTINATION DISTANCE>DTE]
[PARAMETER: DESTINATION DISTANCE:80KM] [PARAMETER: DTE:70KM]
[PARAMETER:FAVORITE GASOLINE STATION:A OIL]
121
DIALOGUE FLOW MANAGER
REQUEST FOR GENERATION OF RESPONSE FOR START ROUTE GUIDANCE
130
RESULT PROCESSOR

FIG. 43

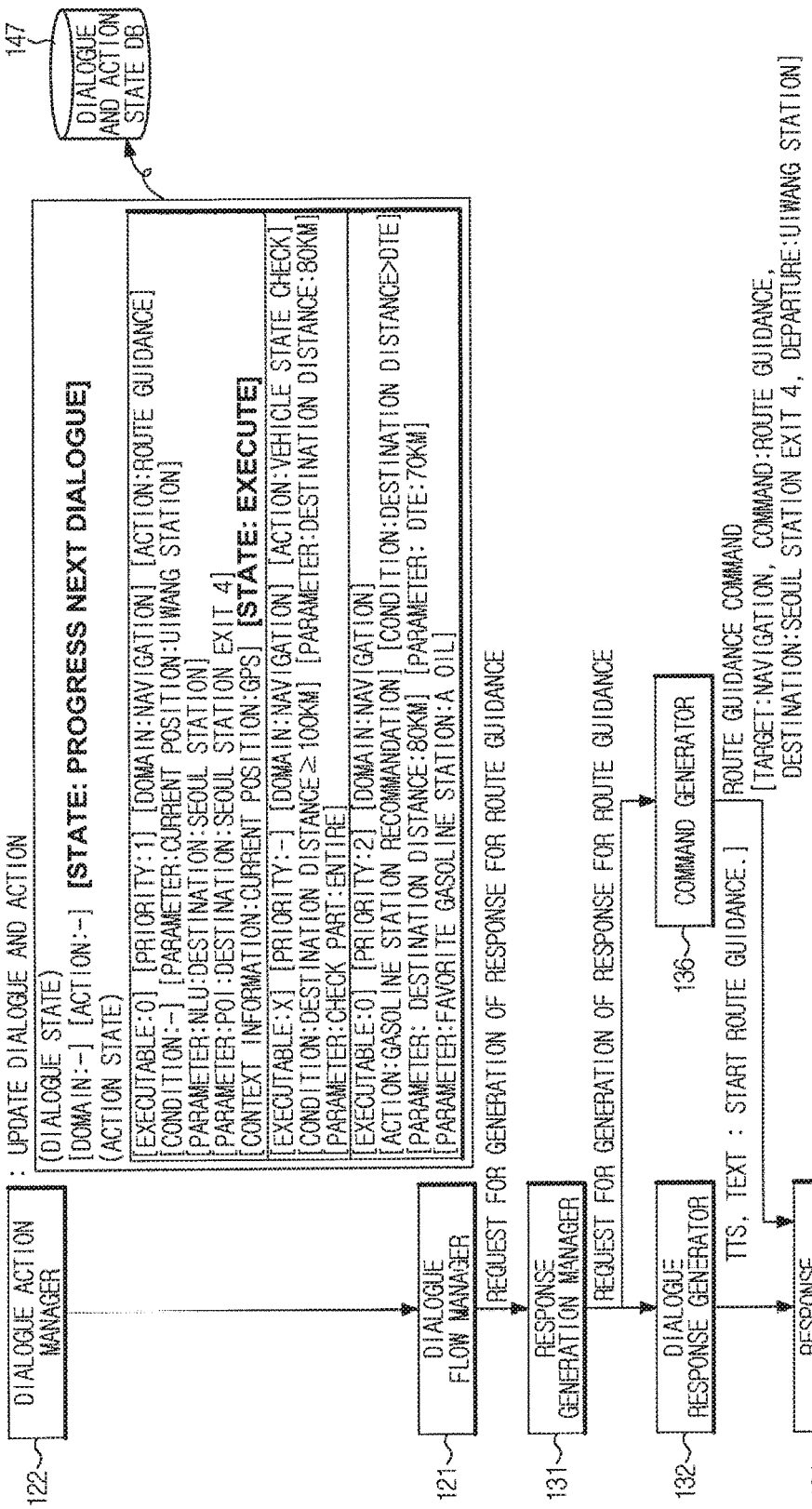

147
DIALOGUE AND ACTION STATE DB
: UPDATE DIALOGUE AND ACTION
(DIALOGUE STATE)
[DOMAIN:-] [ACTION:-] [STATE: PROGRESS NEXT DIALOGUE]
(ACTION STATE)
[EXECUTABLE:0] [PRIORITY:1] [DOMAIN:NAVIGATION] [ACTION:ROUTE GUIDANCE]
[CONDITION:-] [PARAMETER:CURRENT POSITION:UIWANG STATION]
[PARAMETER:NLU:DESTINATION:SEOUL STATION]
[PARAMETER:POI:DESTINATION:SEOUL STATION EXIT 4]
[CONTEXT INFORMATION:CURRENT POSITION:GPS] [STATE: EXECUTE]
[EXECUTABLE:X] [PRIORITY:-] [DOMAIN:NAVIGATION] [ACTION:VEHICLE STATE CHECK]
[CONDITION:DESTINATION DISTANCE ≥ 100KM] [PARAMETER:DESTINATION DISTANCE:80KM]
[PARAMETER:CHECK PART:ENTIRE]
[EXECUTABLE:0] [PRIORITY:2] [DOMAIN:NAVIGATION]
[ACTION:GASOLINE STATION RECOMMANDATION] [CONDITION:DESTINATION DISTANCE>DTE]
[PARAMETER: DESTINATION DISTANCE:80KM] [PARAMETER: DTE:70KM]
[PARAMETER:FAVORITE GASOLINE STATION:A OIL]
122
DIALOGUE ACTION MANAGER
121
DIALOGUE FLOW MANAGER
REQUEST FOR GENERATION OF RESPONSE FOR ROUTE GUIDANCE
131
RESPONSE GENERATION MANAGER
REQUEST FOR GENERATION OF RESPONSE FOR ROUTE GUIDANCE
132
DIALOGUE RESPONSE GENERATOR
136
COMMAND GENERATOR
ROUTE GUIDANCE COMMAND
[TARGET:NAVIGATION, COMMAND:ROUTE GUIDANCE,
DESTINATION:SEOUL STATION EXIT 4, DEPARTURE:UIWANG STATION]
TTS, TEXT : START ROUTE GUIDANCE.]
131
RESPONSE GENERATION MANAGER
135
MEMORY MANAGER
133
OUTPUT MANAGER

FIG. 44

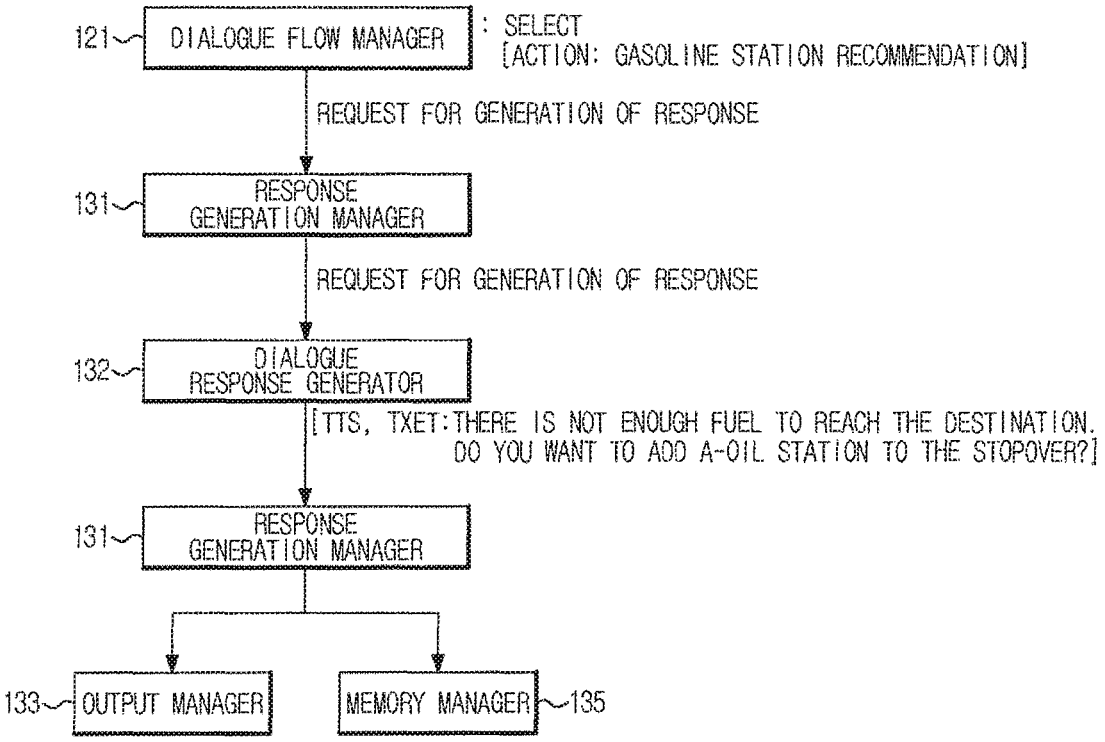

121
DIALOGUE FLOW MANAGER
: SELECT
[ACTION: GASOLINE STATION RECOMMENDATION]
REQUEST FOR GENERATION OF RESPONSE
131
RESPONSE GENERATION MANAGER
REQUEST FOR GENERATION OF RESPONSE
132
DIALOGUE RESPONSE GENERATOR
[TTS, TXET:THERE IS NOT ENOUGH FUEL TO REACH THE DESTINATION.
DO YOU WANT TO ADD A-OIL STATION TO THE STOPOVER?]
131
RESPONSE GENERATION MANAGER
133
OUTPUT MANAGER
MEMORY MANAGER
135

FIG. 45

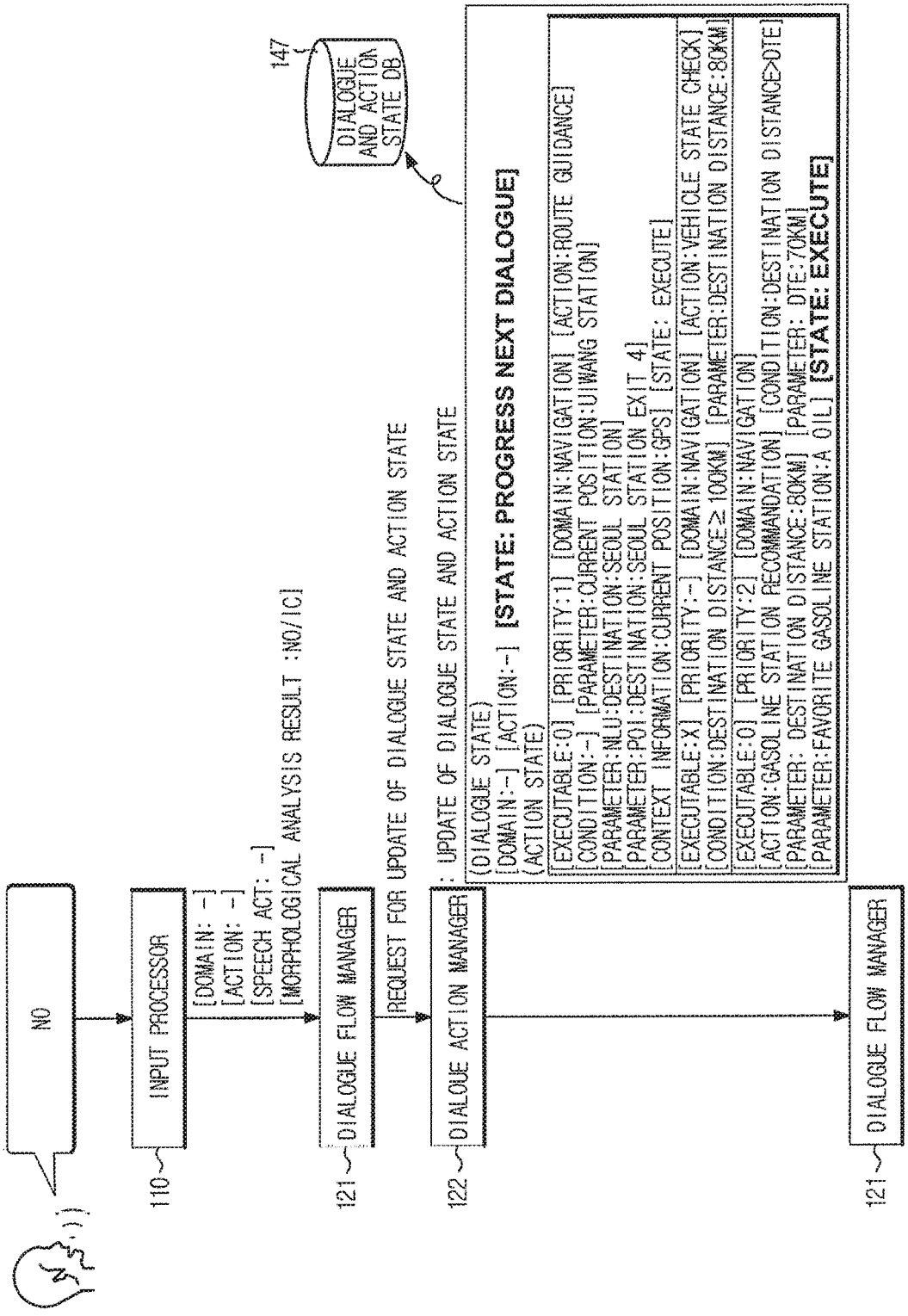

NO
110
INPUT PROCESSOR
[DOMAIN: -]
[ACTION: -]
[SPEECH ACT: -]
[MORPHOLOGICAL ANALYSIS RESULT :NO/IC]
121
DIALOGUE FLOW MANAGER
REQUEST FOR UPDATE OF DIALOGUE STATE AND ACTION STATE
122
DIALOGUE ACTION MANAGER
: UPDATE OF DIALOGUE STATE AND ACTION STATE
147
DIALOGUE AND ACTION STATE DB
(DIALOGUE STATE)
[DOMAIN:-] [ACTION:-] [STATE: PROGRESS NEXT DIALOGUE]
(ACTION STATE)
[EXECUTABLE:0] [PRIORITY:1] [DOMAIN:NAVIGATION] [ACTION:ROUTE GUIDANCE]
[CONDITION:-] [PARAMETER:CURRENT POSITION:UIWANG STATION]
[PARAMETER:NLU:DESTINATION:SEOUL STATION]
[PARAMETER:POI:DESTINATION:SEOUL STATION EXIT 4]
[CONTEXT INFORMATION:CURRENT POSITION:GPS] [STATE: EXECUTE]
[EXECUTABLE:X] [PRIORITY:-] [DOMAIN:NAVIGATION] [ACTION:VEHICLE STATE CHECK]
[CONDITION:DESTINATION DISTANCE≥ 100KM] [PARAMETER:DESTINATION DISTANCE:80KM]
[EXECUTABLE:0] [PRIORITY:2] [DOMAIN:NAVIGATION]
[ACTION:GASOLINE STATION RECOMMANDATION] [CONDITION:DESTINATION DISTANCE>DTE]
[PARAMETER: DESTINATION DISTANCE:80KM] [PARAMETER: DTE:70KM]
[PARAMETER:FAVORITE GASOLINE STATION:A OIL] [STATE: EXECUTE]
121
DIALOGUE FLOW MANAGER

FIG. 46

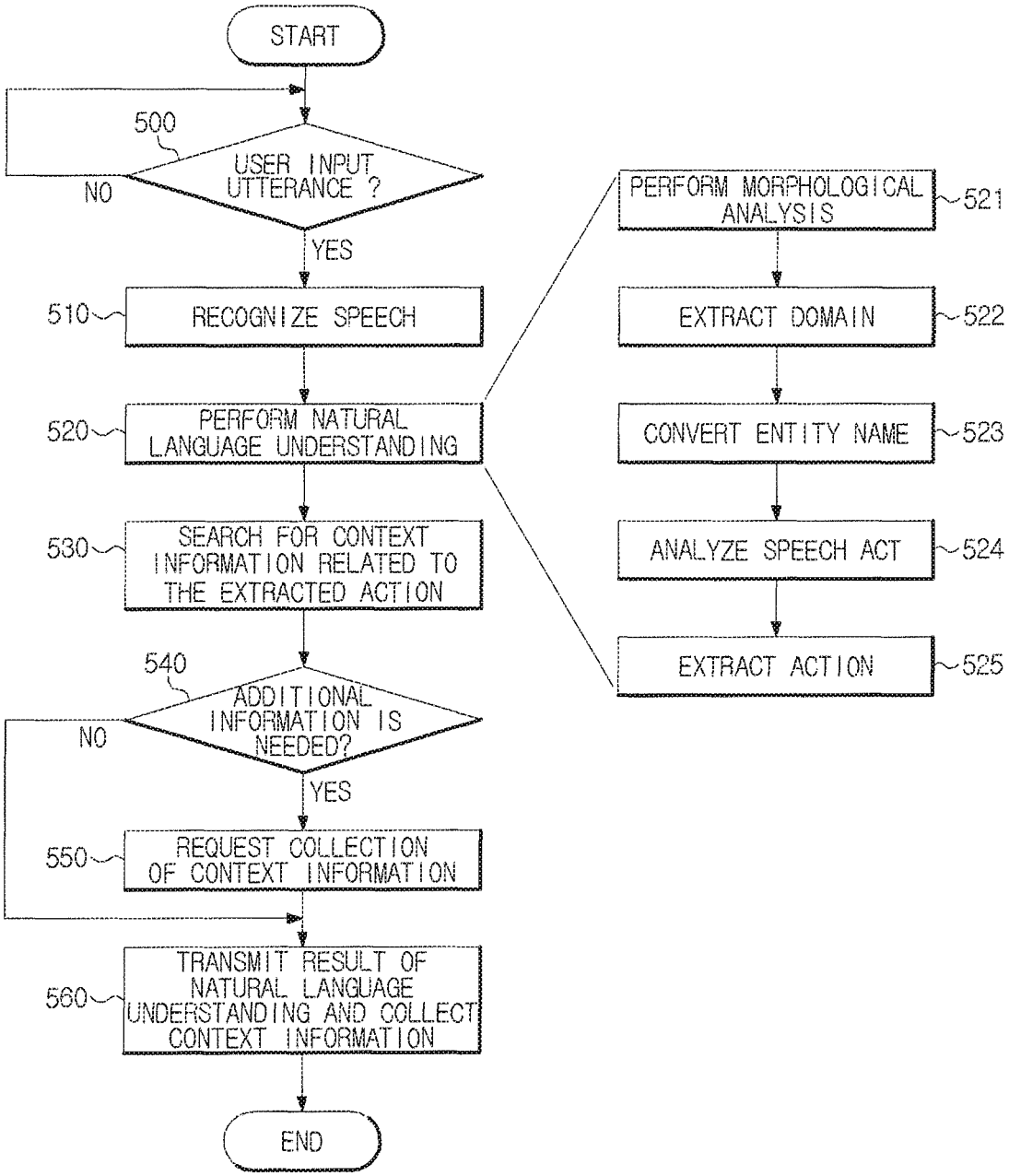

START
500
USER INPUT UTTERANCE ?
NO
YES
510
RECOGNIZE SPEECH
520
PERFORM NATURAL LANGUAGE UNDERSTANDING
530
SEARCH FOR CONTEXT INFORMATION RELATED TO THE EXTRACTED ACTION
540
ADDITIONAL INFORMATION IS NEEDED?
NO
YES
550
REQUEST COLLECTION OF CONTEXT INFORMATION
560
TRANSMIT RESULT OF NATURAL LANGUAGE UNDERSTANDING AND COLLECT CONTEXT INFORMATION
END
PERFORM MORPHOLOGICAL ANALYSIS
521
EXTRACT DOMAIN
522
CONVERT ENTITY NAME
523
ANALYZE SPEECH ACT
524
EXTRACT ACTION
525

FIG. 47

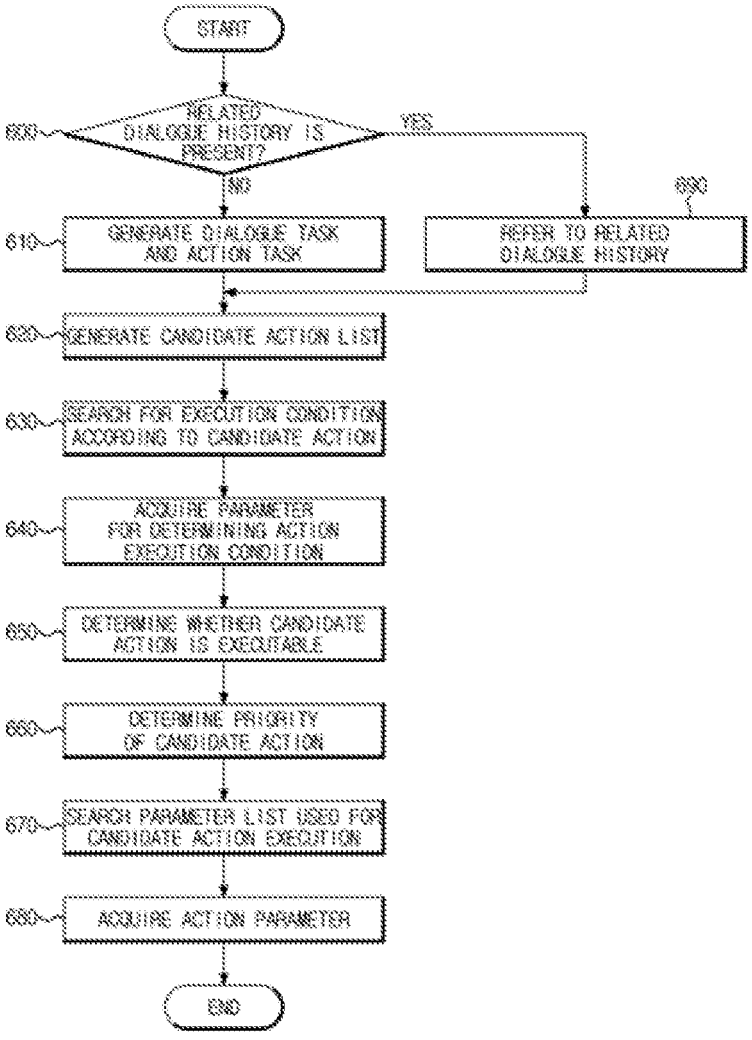

START
RELATED DIALOGUE HISTORY IS PRESENT?
YES
NO
610
GENERATE DIALOGUE TASK AND ACTION TASK
690
REFER TO RELATED DIALOGUE HISTORY
620
GENERATE CANDIDATE ACTION LIST
630
SEARCH FOR EXECUTION CONDITION ACCORDING TO CANDIDATE ACTION
640
ACQUIRE PARAMETER FOR DETERMINING ACTION EXECUTION CONDITION
650
DETERMINE WHETHER CANDIDATE ACTION IS EXECUTABLE
660
DETERMINE PRIORITY OF CANDIDATE ACTION
670
SEARCH PARAMETER LIST USED FOR CANDIDATE ACTION EXECUTION
680
ACQUIRE ACTION PARAMETER
END

FIG. 48

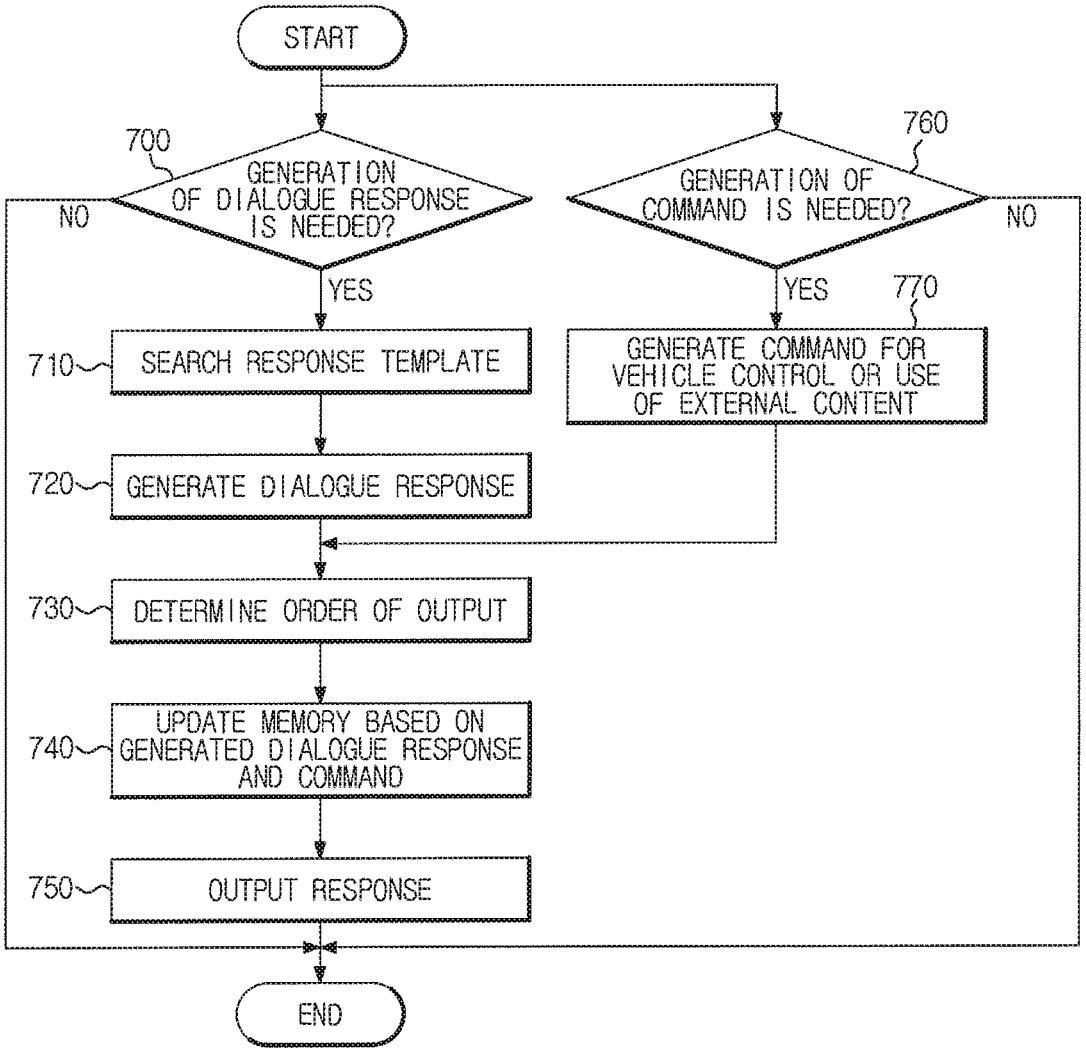

START
700
GENERATION OF DIALOGUE RESPONSE IS NEEDED?
NO
YES
760
GENERATION OF COMMAND IS NEEDED?
NO
YES
770
710
SEARCH RESPONSE TEMPLATE
GENERATE COMMAND FOR VEHICLE CONTROL OR USE OF EXTERNAL CONTENT
720
GENERATE DIALOGUE RESPONSE
730
DETERMINE ORDER OF OUTPUT
740
UPDATE MEMORY BASED ON GENERATED DIALOGUE RESPONSE AND COMMAND
750
OUTPUT RESPONSE
END

FIG. 49

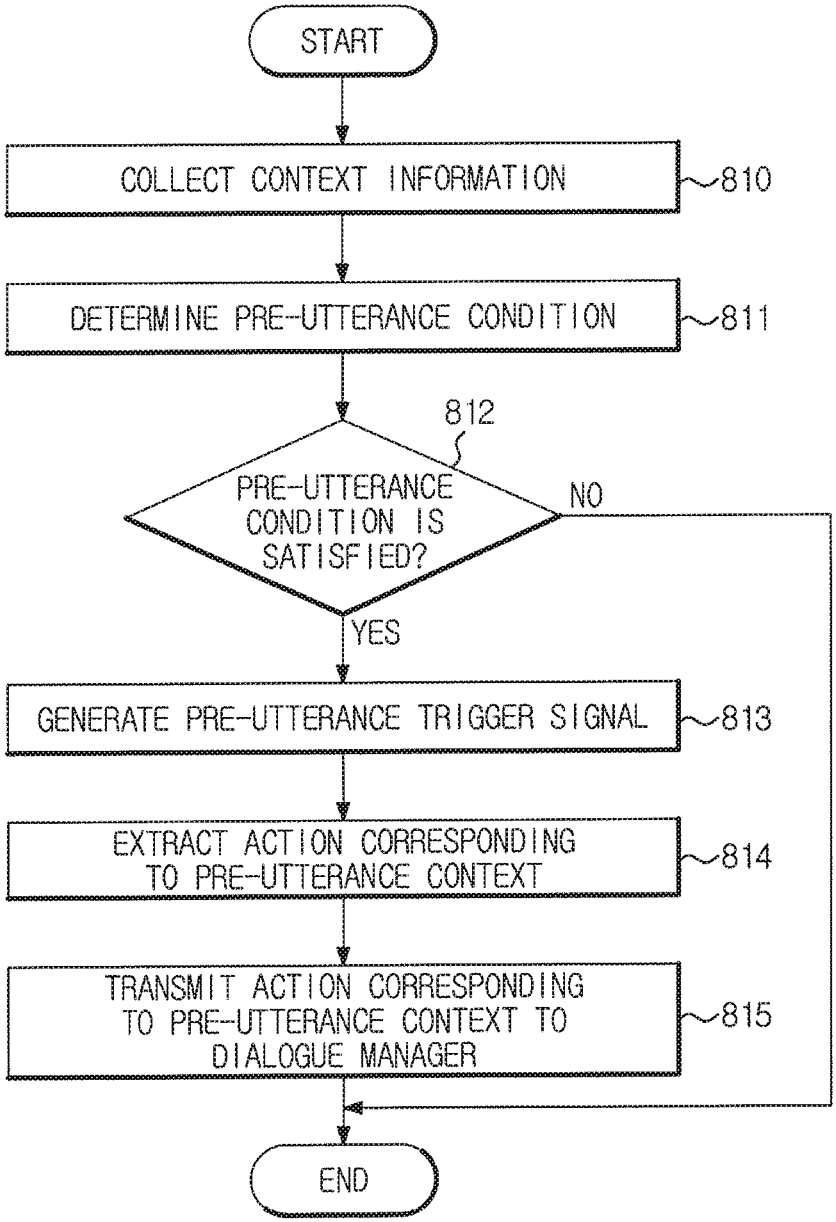

START
COLLECT CONTEXT INFORMATION
810
DETERMINE PRE-UTTERANCE CONDITION
811
812
PRE-UTTERANCE CONDITION IS SATISFIED?
NO
YES
GENERATE PRE-UTTERANCE TRIGGER SIGNAL
813
EXTRACT ACTION CORRESPONDING TO PRE-UTTERANCE CONTEXT
814
TRANSMIT ACTION CORRESPONDING TO PRE-UTTERANCE CONTEXT TO DIALOGUE MANAGER
815
END

FIG. 50

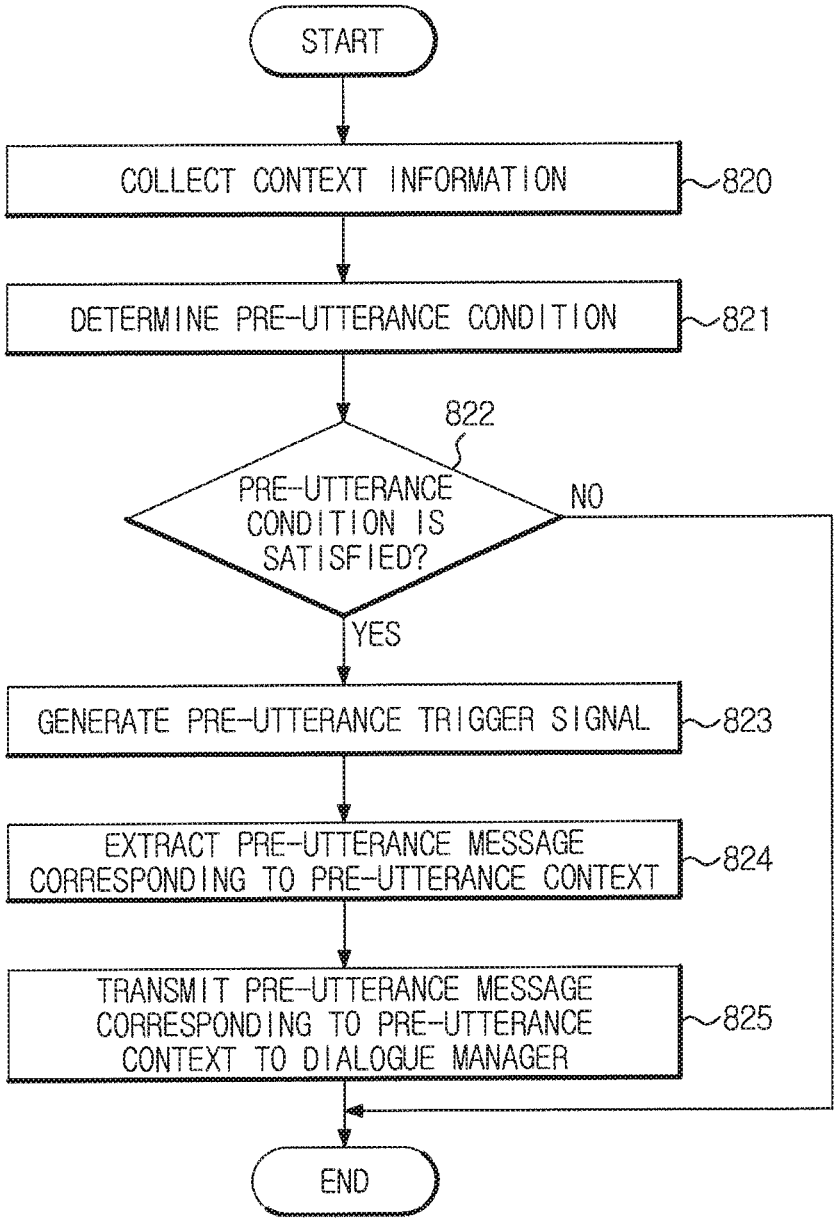

START
COLLECT CONTEXT INFORMATION
820
DETERMINE PRE-UTTERANCE CONDITION
821
822
PRE-UTTERANCE CONDITION IS SATISFIED?
NO
YES
GENERATE PRE-UTTERANCE TRIGGER SIGNAL
823
EXTRACT PRE-UTTERANCE MESSAGE CORRESPONDING TO PRE-UTTERANCE CONTEXT
824
TRANSMIT PRE-UTTERANCE MESSAGE CORRESPONDING TO PRE-UTTERANCE CONTEXT TO DIALOGUE MANAGER
825
END

FIG. 51

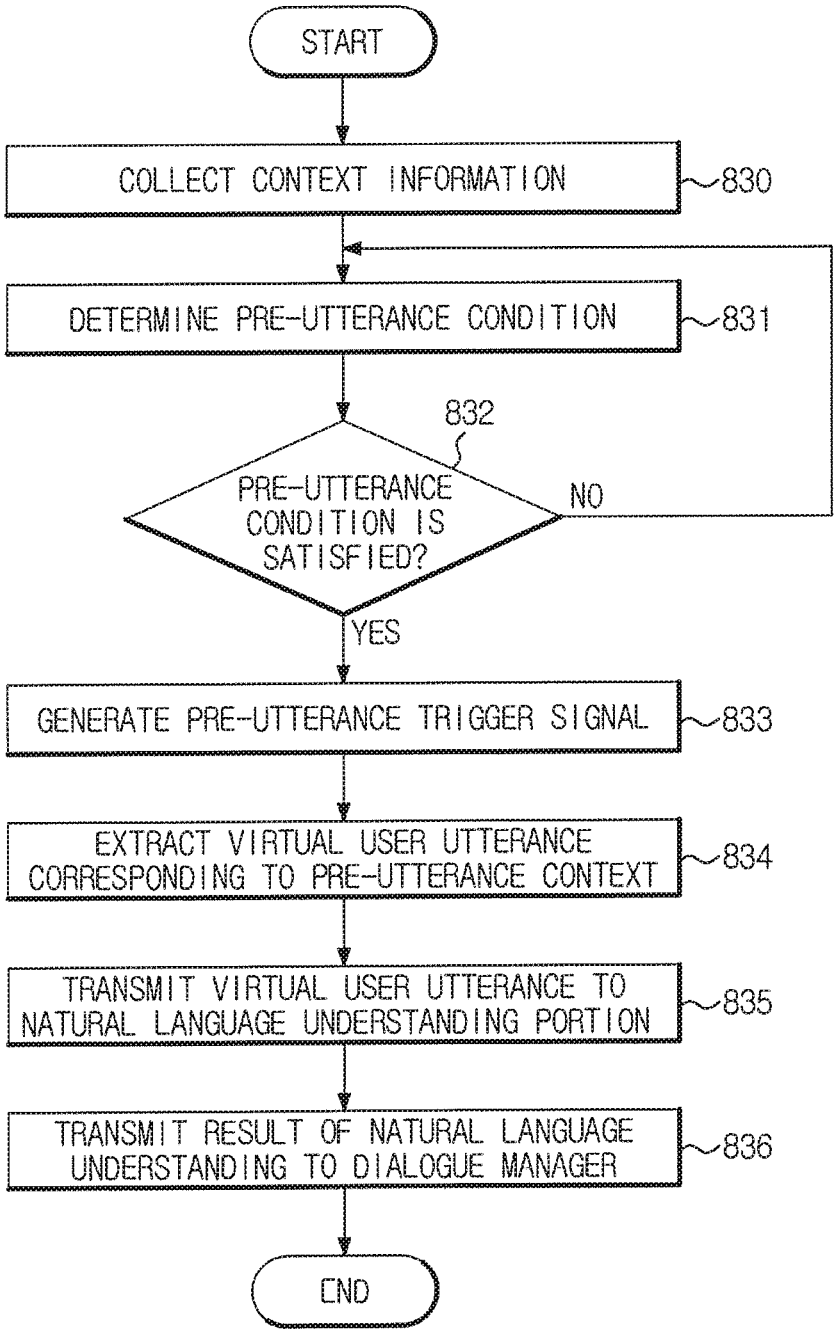

START
COLLECT CONTEXT INFORMATION
830
DETERMINE PRE-UTTERANCE CONDITION
831
832
PRE-UTTERANCE CONDITION IS SATISFIED?
NO
YES
GENERATE PRE-UTTERANCE TRIGGER SIGNAL
833
EXTRACT VIRTUAL USER UTTERANCE CORRESPONDING TO PRE-UTTERANCE CONTEXT
834
TRANSMIT VIRTUAL USER UTTERANCE TO NATURAL LANGUAGE UNDERSTANDING PORTION
835
TRANSMIT RESULT OF NATURAL LANGUAGE UNDERSTANDING TO DIALOGUE MANAGER
836
END

FIG. 52

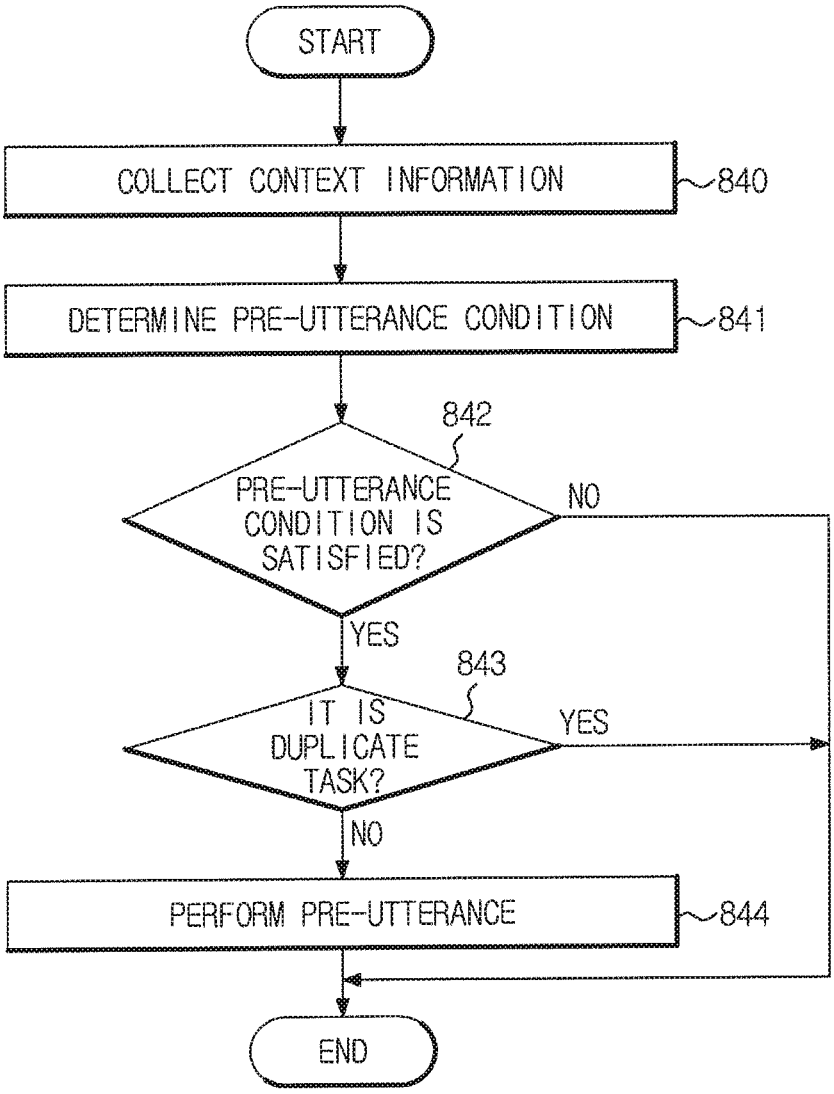

START
COLLECT CONTEXT INFORMATION
840
DETERMINE PRE-UTTERANCE CONDITION
841
842
PRE-UTTERANCE CONDITION IS SATISFIED?
NO
YES
843
IT IS DUPLICATE TASK?
YES
NO
PERFORM PRE-UTTERANCE
844
END

FIG. 53

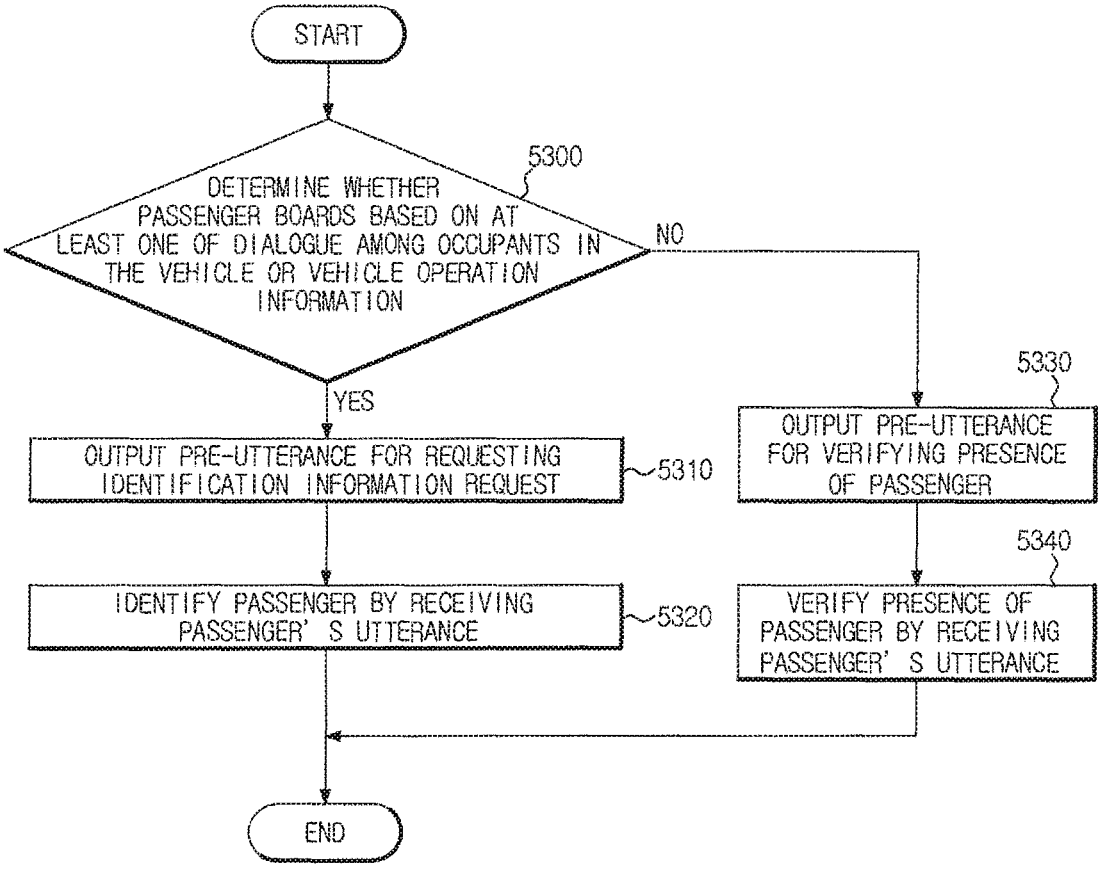

START
5300
DETERMINE WHETHER PASSENGER BOARDS BASED ON AT LEAST ONE OF DIALOGUE AMONG OCCUPANTS IN THE VEHICLE OR VEHICLE OPERATION INFORMATION
NO
YES
5330
OUTPUT PRE-UTTERANCE FOR VERIFYING PRESENCE OF PASSENGER
OUTPUT PRE-UTTERANCE FOR REQUESTING IDENTIFICATION INFORMATION REQUEST
5310
5340
IDENTIFY PASSENGER BY RECEIVING PASSENGER' S UTTERANCE
5320
VERIFY PRESENCE OF PASSENGER BY RECEIVING PASSENGER' S UTTERANCE
END

FIG. 54

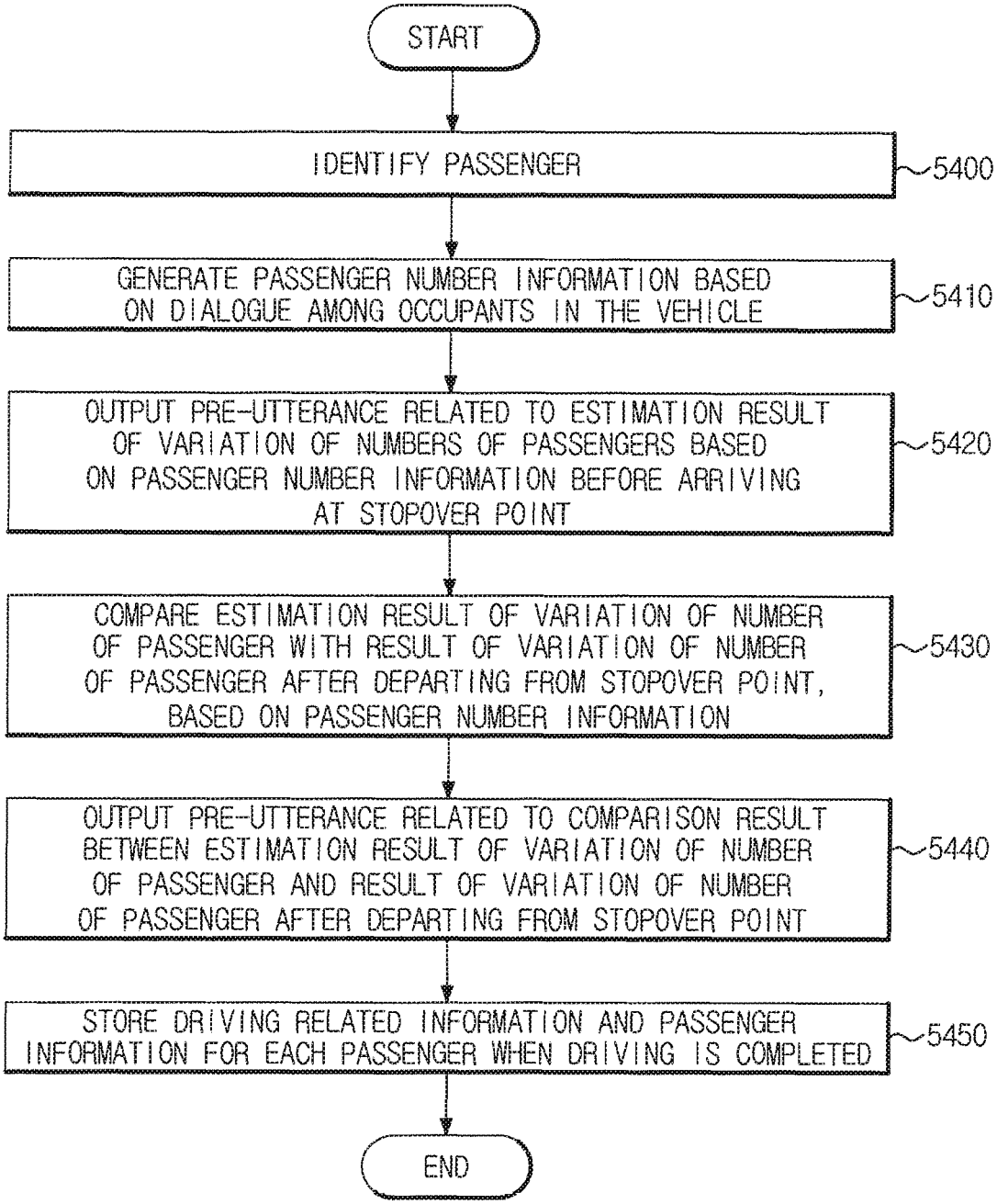
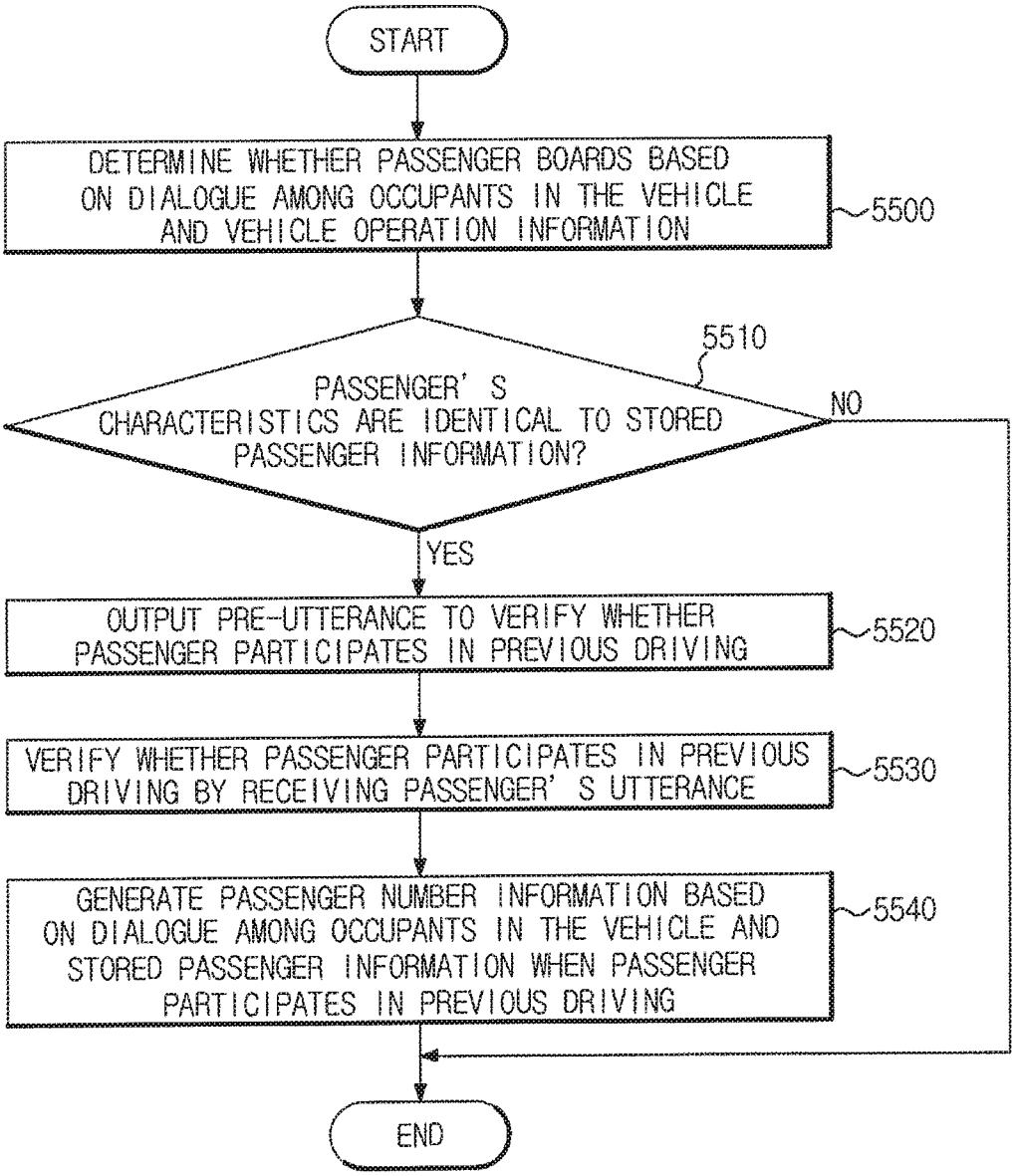

START
IDENTIFY PASSENGER
5400
GENERATE PASSENGER NUMBER INFORMATION BASED ON DIALOGUE AMONG OCCUPANTS IN THE VEHICLE
5410
OUTPUT PRE-UTTERANCE RELATED TO ESTIMATION RESULT OF VARIATION OF NUMBERS OF PASSENGERS BASED ON PASSENGER NUMBER INFORMATION BEFORE ARRIVING AT STOPOVER POINT
5420
COMPARE ESTIMATION RESULT OF VARIATION OF NUMBER OF PASSENGER WITH RESULT OF VARIATION OF NUMBER OF PASSENGER AFTER DEPARTING FROM STOPOVER POINT, BASED ON PASSENGER NUMBER INFORMATION
5430
OUTPUT PRE-UTTERANCE RELATED TO COMPARISON RESULT BETWEEN ESTIMATION RESULT OF VARIATION OF NUMBER OF PASSENGER AND RESULT OF VARIATION OF NUMBER OF PASSENGER AFTER DEPARTING FROM STOPOVER POINT
5440
STORE DRIVING RELATED INFORMATION AND PASSENGER INFORMATION FOR EACH PASSENGER WHEN DRIVING IS COMPLETED
5450
END

FIG. 55


START
DETERMINE WHETHER PASSENGER BOARDS BASED ON DIALOGUE AMONG OCCUPANTS IN THE VEHICLE AND VEHICLE OPERATION INFORMATION
5500
5510
PASSENGER'S CHARACTERISTICS ARE IDENTICAL TO STORED PASSENGER INFORMATION?
NO
YES
OUTPUT PRE-UTTERANCE TO VERIFY WHETHER PASSENGER PARTICIPATES IN PREVIOUS DRIVING
5520
VERIFY WHETHER PASSENGER PARTICIPATES IN PREVIOUS DRIVING BY RECEIVING PASSENGER'S UTTERANCE
5530
GENERATE PASSENGER NUMBER INFORMATION BASED ON DIALOGUE AMONG OCCUPANTS IN THE VEHICLE AND STORED PASSENGER INFORMATION WHEN PASSENGER PARTICIPATES IN PREVIOUS DRIVING
5540
END

DIALOGUE SYSTEM AND DIALOGUE PROCESSING METHOD

CROSS-REFERENCE TO RELATED APPLICATION

This application is based on and claims the benefit of priority under 35 U.S.C. § 119 to Korean Patent Application No. 10-2018-0077027, filed on Jul. 3, 2018 in the Korean Intellectual Property Office, the disclosure of which is incorporated by reference herein in its entirety

BACKGROUND

1. Technical Field

Embodiments of the present disclosure relate generally to a dialogue system and processing method and, more particularly, to a dialogue system configured to provide information or service needed for a user by recognizing the user's intent through a dialogue with the user, and a dialogue processing method.

2. Description of Related Art

Many conventional audio-video-navigation (AVN) devices for vehicles have relatively small screens and buttons, similar to a mobile device. When providing visual information or receiving user input, the small screen buttons may cause the inconvenience for the user.

Particularly, while driving, if a user removes his or her hand from the steering wheel or looks away from the road to operate a device or view information being displayed, it may present serious risks of danger.

Therefore, when implementing a dialogue system in a vehicle, the dialogue system should be capable of recognizing a user's intent through dialogue with the user and providing information or services necessary for the user in more convenient and safer manner.

SUMMARY

Therefore, it is an aspect of the present disclosure to provide a dialogue system capable of providing a service in accordance with a user's real intent or a service necessary for the user by precisely recognizing the user's intent based on a variety of information such as a dialogue with the user, vehicle state information, and user information, a vehicle having the same, and a dialogue processing method.

It is another aspect of the present disclosure to provide a dialogue system capable of identifying a passenger based on a dialogue among occupants in a vehicle while driving, and capable of managing a variation of the number of passengers in the vehicle, a vehicle having the same, and a dialogue processing method.

Additional aspects of the present disclosure will be set forth in part in the description which follows and, in part, will be apparent from the description, or may be learned by practice of the present disclosure.

In accordance with embodiments of the disclosure, a dialogue system for a vehicle may include: an input processor configured to receive a dialogue among occupants of the vehicle including a driver and at least one passenger, to detect vehicle operation information, to identify the at least one passenger based on the dialogue among the occupants or the vehicle operation information, to generate passenger number information which estimates a change in a number of passengers in the vehicle based on the dialogue among the occupants when the vehicle arrives at a stop-over point, and to acquire a pre-utterance message according to the passenger number information; and a result processor configured to output a pre-utterance according to the pre-utterance message.

The pre-utterance message may indicate at least one of: a possibility of each of the at least one passenger exiting the vehicle at the stop-over point, a possibility of each of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point, and a possibility of a prospective passenger boarding the vehicle at the stop-over point.

The input processor may include a speech input processor configured to determine whether the at least one passenger boards the vehicle based on one or more speech characteristics of speech of the at least one passenger contained in the dialogue among the occupants; and a context information processor configured to determine whether the at least one passenger boards the vehicle based on the vehicle operation information.

When it is determined that the at least one passenger is boarding the vehicle, the input processor may acquire a pre-utterance message corresponding to the boarding of the at least one passenger, receive an utterance of the at least one passenger related to the pre-utterance message, and identify the at least one passenger by applying a natural language understanding algorithm to the utterance of the at least one passenger, and when it is determined that the at least one passenger is not boarding the vehicle, the input processor may acquire a pre-utterance message corresponding to the non-boarding of the at least one passenger, receive an utterance of the driver related to the pre-utterance message, and verify a presence of the at least one passenger by applying a natural language understanding algorithm to the utterance of the driver.

The input processor may determine the possibility of each of the at least one passenger exiting the vehicle at the stop-over point and the possibility of each of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point by applying a natural language understanding algorithm to the dialogue among the occupants, and generate the passenger number information based on the determined possibility of the at least one passenger exiting the vehicle at the stop-over point and possibility of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point.

The input processor may receive a call conversation in the vehicle, determine the possibility of the prospective passenger boarding the vehicle at the stop-over point by applying a natural language understanding algorithm to the received call conversation, and generate the passenger number information based on the possibility of the prospective passenger boarding the vehicle at the stop-over point.

After the vehicle departs the stop-over point, the input processor may determine the change in the number of passengers in the vehicle based on the dialogue among the occupants and the vehicle operation information, compare an estimated change in the number of passengers in the vehicle based on the passenger number information with the determined change in the number of passengers, and acquire the pre-utterance message based on a result of the Comparison.

After the vehicle departs the stop-over point, the input processor may acquire the pre-utterance message to determine the change in the number of passengers in the vehicle, to receive an utterance of the at least one passenger related

to the pre-utterance message, and to determine the change in the number of passengers in the vehicle by applying a natural language understanding algorithm to the utterance of the at least one passenger.

The dialogue system may further include a storage configured to store driving related information of the vehicle and passenger information of each of the at least one passenger when the vehicle stops driving.

The passenger information may include at least one of passenger identification information, speech characteristic information, seating location information, boarding time information, boarding location information, exit time information, or information related to location for exiting the vehicle

The input processor may receive the dialogue among the occupants and the vehicle operation information, determine whether the at least one passenger boards the vehicle based on the dialogue among the occupants and the vehicle operation information, determine whether a characteristic of each of the at least one passenger corresponds to the passenger information, and acquire the pre-utterance message by verifying whether a first passenger having a characteristic corresponding to the passenger information participated in a previous driving.

The input processor may receive an utterance of the at least one passenger relating to the pre-utterance message, verify whether the first passenger participated in the previous driving by applying a natural language understanding algorithm to the utterance of the passenger, and generate the passenger number information based on the dialogue among the occupants and the passenger information when the first passenger participated in the previous driving.

Furthermore, in accordance with embodiments of the disclosure, a dialogue processing method for a vehicle may include: receiving a dialogue among occupants of the vehicle including a driver and at least one passenger; detecting vehicle operation information; identifying the at least one passenger based on the dialogue among the occupants or the vehicle operation information; generating passenger number information which estimates a change in a number of passengers in the vehicle based on the dialogue among the occupants when the vehicle arrives at a stop-over point; acquiring a pre-utterance message according to the passenger number information; and outputting a pre-utterance according to the pre-utterance message

The pre-utterance message may indicate at least one of: a possibility of each of the at least one passenger exiting the vehicle at the stop-over point, a possibility of each of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point, and a possibility of a prospective passenger boarding the vehicle at the stop-over point.

The dialogue processing method may further include determining whether the at least one passenger boards the vehicle based on one or more speech characteristics of speech of the at least one passenger contained in the dialogue among the occupants; and determining whether the at least one passenger boards the vehicle based on the vehicle operation information.

The dialogue processing method may further include, when it is determined that the at least one passenger is boarding the vehicle, acquiring a pre-utterance message corresponding to the boarding of the at least one passenger; receiving an utterance of the at least one passenger related to the pre-utterance message; and identifying the at least one passenger by applying a natural language understanding algorithm to the utterance of the at least one passenger, and when it is determined that the at least one passenger is not boarding the vehicle, acquiring a pre-utterance message corresponding to the non-boarding of the at least one passenger: receiving an utterance of the driver related to the pre-utterance message; and verifying a presence of the at least one passenger by applying a natural language understanding algorithm to the utterance of the driver.

The dialogue processing method may further include determining the possibility of each of the at least one passenger exiting the vehicle at the stop-over point and the possibility of each of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point by applying a natural language understanding algorithm to the dialogue among the occupants; and generating the passenger number information based on the determined possibility of the at least one passenger exiting the vehicle at the stop-over point and possibility of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point.

The dialogue processing method may further include receiving a call conversation in the vehicle; determining the possibility of the prospective passenger boarding the vehicle at the stop-over point by applying a natural language understanding algorithm to the received call conversation; and generating the passenger number information based on the possibility of the prospective passenger boarding the vehicle at the stop-over point.

The dialogue processing method may further include, after the vehicle departs the stop-over point, determining the change in the number of passengers in the vehicle based on the dialogue among the occupants and the vehicle operation information; comparing an estimated change in the number of passengers in the vehicle based on the passenger number information with the determined change in the number of passengers; and acquiring the pre-utterance message based on a result of the comparison.

The dialogue processing method may further include, after the vehicle departs the stop-over point, acquiring the pre-utterance message to determine the change in the number of passengers in the vehicle; receiving an utterance of the at least one passenger related to the pre-utterance message; and determining the change in the number of passengers in the vehicle by applying a natural language understanding algorithm to the utterance of the at least one passenger.

The dialogue processing method may further include storing driving related information of the vehicle and passenger information of each of the at least one passenger when the vehicle stops driving.

The driving related information may include at least one of a departure point of driving, the stop-over point, and a destination.

The passenger information may include at least one of passenger identification information, speech characteristic information, seating location information, boarding time information, boarding location information, exit time information, or information related to location for exiting the vehicle.

The dialogue processing method may further include receiving the dialogue among the occupants and the vehicle operation information; determining whether the at least one passenger boards the vehicle based on the dialogue among the occupants and the vehicle operation information; determining whether a characteristic of each of the at least one passenger corresponds to the passenger information; acquiring the pre-utterance message by verifying whether a first passenger having a characteristic corresponding to the passenger information participated in a previous driving.

The dialogue processing method may further include receiving an utterance of the at least one passenger relating to the pre-utterance message; verifying whether the first passenger participated in the previous driving by applying a natural language understanding algorithm to the utterance of the passenger; and generating the passenger number information based on the dialogue among the occupants and the passenger information when the first passenger participated in the previous driving.

BRIEF DESCRIPTION OF THE DRAWINGS

These and/or other aspects of the disclosure will become apparent and more readily appreciated from the following description of embodiments, taken in conjunction with the accompanying drawings of which:

FIG. **1** is a control block diagram illustrating a dialogue system in accordance with an embodiment of the present disclosure;

FIG. **2**A is a view illustrating an interior of a vehicle;

FIG. **2**B is a view illustrating an interior of the vehicle when viewing from another angle different from FIG. **2**A;

FIGS. **3** to **6** are views illustrating an example of dialogue that generates between a dialogue system and a driver;

FIGS. **7** and **8** are views illustrating the dialogue system configured to estimate a change in the number of passengers and output a pre-utterance;

FIGS. **9** and **10** are control block diagrams schematically illustrating a connection between the dialogue system and components of the vehicle;

FIGS. **11** and **12** are control block diagrams schematically illustrating a connection between components of the dialogue system and the components of the vehicle;

FIG. **13** is a control block diagram illustrating a vehicle independent method in which a dialogue system is provided in a vehicle;

FIGS. **14** and **15** are control block diagrams illustrating a vehicle gateway method in which a dialogue system is provided in a remote server and a vehicle acts as a gateway connecting a user to the dialogue system;

FIG. **16** is a control block diagram illustrating a case in which the vehicle can perform some input processing and output processing in the vehicle gateway method;

FIG. **17** is a control block diagram illustrating a hybrid method in which both of a remote dialogue system server and a vehicle perform a dialogue processing;

FIGS. **18** and **19** are control block diagrams illustrating a mobile gateway method in which a mobile device connected to a vehicle connects a user to a remote dialogue system server;

FIG. **20** is a control block diagram illustrating a mobile independent method in which a dialogue system is provided in a mobile device;

FIGS. **21**, **22**A and **22**B are control block diagrams illustrating a configuration of an input processor in the configuration of the dialogue system in detail;

FIGS. **23**A, **23**B and **23**C are views illustrating an example of information stored in a context understanding table;

FIG. **24** is a control block diagram illustrating a dialogue system applicable to a case in which the dialogue system first outputs an utterance before receiving a user's input;

FIGS. **25**A, **25**B, **25**C and **25**D are views illustrating an example of information stored in a pre-utterance condition table;

FIG. **26** is a control block diagram illustrating a configuration of a dialogue manager in detail;

FIG. **27** is a view illustrating an example of information stored in a relational action DB;

FIG. **28** is a view illustrating an example of information stored in an action execution condition DB;

FIG. **29** is a view illustrating an example of information stored in an action parameter DB;

FIG. **30** is a table illustrating an example of information stored in the ambiguity resolution information DB;

FIGS. **31**A and **31**B are tables illustrating a variety of examples in which the vehicle control is performed since the ambiguity solver resolves the ambiguity by referring to the ambiguity resolution information DB and extracting an action;

FIG. **32** is a control block diagram illustrating a configuration of the result processor in details;

FIGS. **33** to **45** are views illustrating a particular example in which the dialogue system processes an input, manages a dialogue, and outputs a result when a user inputs an utterance related to a route guidance;

FIG. **46** is a flowchart illustrating a method of processing a user's input in a dialogue processing method in accordance with an embodiment;

FIG. **47** is a flowchart illustrating a method of managing the dialogue using the output of the input processor in the dialogue processing method in accordance with an embodiment;

FIG. **48** is a flowchart illustrating a result processing method for generating a response corresponding to a result of the dialogue management in the dialogue processing method in accordance with an embodiment;

FIGS. **49** to **51** is a flowchart illustrating a case in which the dialogue system outputs a pre-utterance before a user inputs an utterance in the dialogue processing method in accordance with an embodiment;

FIG. **52** is a flowchart illustrating of processing a duplicate task when the dialogue system outputs a pre-utterance before a user inputs an utterance in the dialogue processing method in accordance with an embodiment;

FIG. **53** is a flowchart illustrating a method of determining boarding of passenger on the vehicle and outputting a pre-utterance in the dialogue processing method in accordance with an embodiment;

FIG. **54** is a flowchart illustrating a method of estimating a change in the number of passengers and outputting a pre-utterance in the dialogue processing method in accordance with an embodiment; and

FIG. **55** is a flowchart illustrating a method of determining boarding of passenger participating in a previous driving and outputting a pre-utterance in the dialogue processing method in accordance with an embodiment.

It should be understood that the above-referenced drawings are not necessarily to scale, presenting a somewhat simplified representation of various preferred features illustrative of the basic principles of the disclosure. The specific design features of the present disclosure, including, for example, specific dimensions, orientations, locations, and shapes, will be determined in part by the particular intended application and use environment.

DETAILED DESCRIPTION OF THE EMBODIMENTS

Hereinafter, embodiments of the present disclosure will be described in detail with reference to the accompanying drawings. As those skilled in the art would realize, the described embodiments may be modified in various different ways, all without departing from the spirit or scope of the

present disclosure. In the following description, like reference numerals refer to like elements throughout the specification.

Well-known functions or constructions are not described in detail since they would obscure the one or more exemplar embodiments with unnecessary detail. Terms such as "unit", "module", "member", and "block" may be embodied as hardware or software. According to embodiments, a plurality of "unit", "module", "member", and "block" may be implemented as a single component or a single "unit", "module", "member", and "block" may include a plurality of components.

It will be understood that when an element is referred to as being "connected" another element, it can be directly or indirectly connected to the other element, wherein the indirect connection includes "connection via a wireless communication network".

Also, when a part "includes" or "comprises" an element, unless there is a particular description contrary thereto, the part may further include other elements, not excluding the other elements.

As used herein, the singular forms "a," "an" and "the" are intended to include the plural forms as well, unless the context clearly indicates otherwise.

An identification code is used for the convenience of the description but is not intended to illustrate the order of each step. The each step may be implemented in the order different from the illustrated order unless the context clearly indicates otherwise.

It is understood that the term "vehicle" or "vehicular" or other similar term as used herein is inclusive of motor vehicles in general such as passenger automobiles including sports utility vehicles (SUV), buses, trucks, various commercial vehicles, watercraft including a variety of boats and ships, aircraft, and the like, and includes hybrid vehicles, electric vehicles, plug-in hybrid electric vehicles, hydrogen-powered vehicles and other alternative fuel vehicles (e.g., fuels derived from resources other than petroleum). As referred to herein, a hybrid vehicle is a vehicle that has two or more sources of power, for example both gasoline-powered and electric-powered vehicles.

Additionally, it is understood that one or more of the below methods, or aspects thereof, may be executed by at least one controller. The term "controller" may refer to a hardware device that includes a memory and a processor. The memory is configured to store program instructions, and the processor is specifically programmed to execute the program instructions to perform one or more processes which are described further below. The controller may control operation of units, modules, parts, devices, or the like, as described herein. Moreover, it is understood that the below methods may be executed by an apparatus comprising the controller in conjunction with one or more other components, as would be appreciated by a person of ordinary skill in the art.

Furthermore, the controller of the present disclosure may be embodied as non-transitory computer readable media containing executable program instructions executed by a processor. Examples of the computer readable mediums include, but are not limited to, ROM, RAM, compact disc (CD)-ROMs, magnetic tapes, floppy disks, flash drives, smart cards and optical data storage devices. The computer readable recording medium can also be distributed throughout a computer network so that the program instructions are stored and executed in a distributed fashion, e.g., by a telematics server or a Controller Area Network (CAN).

Reference will now be made in detail to embodiments of the present disclosure, examples of which are illustrated in the accompanying drawings.

According to an embodiment, a dialogue system may be configured to recognize a user's intent by using the user's speech and another input except for the speech, and configured to provide a service which is appropriate or need for the user intent. The dialogue system may perform dialogue with a user by outputting a system utterance that is one of tools configured to provide the service or to recognize the user's intent, clearly.

As an example, the dialogue system recognizes dialogue contents among occupants in the vehicle by using the speech recognition, identifies passengers based on the dialogue contents among occupants in the vehicle, and determines the possibility of for each passenger for each passenger and the possibility of re-boarding the vehicle after exiting for each passenger. The dialogue system may have a dialogue with a passenger by outputting a system utterance as a tool for informing a driver of the possibility of exiting the vehicle for each passenger and the possibility of re-boarding the vehicle after exiting the vehicle for each passenger.

At this time, the dialogue system may perform a dialogue with the user by outputting the system utterance in response to the request of the user, or may perform a dialogue with the user by outputting a pre-utterance without the request of the user.

The pre-utterance described below represents an utterance that is output with the request of the user, and may include an utterance that is output when an immediate response is needed since the vehicle arrives at a stop-over point or a destination. In addition, the pre-utterance may include an utterance that is output by acquiring and analyzing user information when information transmission is required although the user does not request.

By receiving a variety of information from an external device such as a vehicle, a user terminal and an external server. The pre-utterance may include an utterance that is output when the information transmission is needed.

Meanwhile, the pre-utterance is not limited to a system utterance that is output although the user does not request. The pre-utterance may include a case in which the output of the utterance is required for a certain period of time or when a certain condition occurs since the request of the user is not immediate. For example, when the output of the utterance is postponed since the user is on a call, although the user requests that the utterance is output after a certain period of time or although the requested time is coming, the dialogue system selects an appropriate timing and outputs the utterance at the selected timing. Hereinafter, for the convenience of description, it is collectively referred to as an utterance if it is not necessary to distinguish the pre-utterance or the system utterance output by the user in response to the request.

A user or occupants in a vehicle described below includes all objects boarding on the vehicle. For example, a user or occupants in the vehicle includes not only a driver but also a passenger and particularly, a user or occupants in the vehicle collectively refers to a passenger seating on a driver seat, a passenger seat and a rear seat. According to embodiments, the service provided to a user may include all kinds of operations in accordance with a user's need or a user's intent, wherein the all kinds of operations may include providing information, controlling a vehicle, performing audio/video/navigation functions, and providing content from an external server.

According to an embodiment, the dialogue system provides a dialogue processing technology specialized for the vehicle environment so as to recognize the user's intent precisely in a special environment, i.e. a vehicle.

A gateway connecting the dialogue system to a user may be a vehicle or a mobile device connected to the vehicle. As mentioned below, the dialogue system may be provided in a vehicle or a remote server outside of the vehicle so as to send or receive data through the communication with the vehicle or the mobile device connected to the vehicle.

Some of components in the dialogue system may be provided in the vehicle and some thereof may be provided in the remote server. Therefore, the vehicle and the remote server may perform a part of the operation of the dialogue system.

FIG. **1** is a control block diagram illustrating a dialogue system in accordance with an embodiment of the present disclosure.

Referring to FIG. **1**, a dialogue system **100** may include an input processor **110** processing a user input including a user's speech and an input except for the user speech, or an input including information related to a vehicle or information related to a user; a dialogue manager **120** recognizing a user's intent and a vehicle state using a result of the process of the input processor **110** and determining an action corresponding to the user's intent or the vehicle state; a result processor **130** providing a certain service according to an output result of the dialogue manager **120** or outputting a system utterance for continuing the dialogue; and a storage **140** storing a variety of information for the operation described later.

The input processor **110** may receive two kinds of input such as a user speech and an input except for the speech. The input except for the speech may include recognizing user's gesture, an input except for the user's speech input by an operation of an input device, vehicle state information indicating a vehicle state, driving environment information related to driving information of the vehicle and user information indicating user's state. In addition, other than the above mentioned information, information related to the user and the vehicle may be input to the input processor **110**, as long as information is used for recognizing a user's intent or providing a service to a user or a vehicle. A user may include a driver and a passenger.

The input processor **110** converts a user's speech into an utterance in the text type by recognizing the user's speech and recognizes a user's intent by applying natural language understanding algorithm to the user utterance.

The input processor **110** may determine whether a passenger boards in the vehicle by recognizing a speech of a passenger, which is input, and an input except for the user's speech, which is input through the information except for speech input device. The dialogue system **100** may perform a pre-utterance to request for identification information of passengers for identifying each passenger who is determined to board on the vehicle. The dialogue system **100** may identify each passenger by receiving each passenger's utterance. The identification information of passenger may represent distinguishing each passenger determined to board, based on the identification information.

The input processor **110** collects information related to the vehicle state or the driving environment of the vehicle other than the user speech, and then understands the context using the collected information.

The input processor **110** transmits the user's intent, which is obtained by the natural language understanding technology, and the information related to the context to the dialogue manager **120**.

The dialogue manager **120** determines an action corresponding to the user's intent or the current context based on the user's intent and the information related to the context transmitted from the input processor **110**, and manages parameters that are needed to perform the corresponding action.

According to embodiments, the action may represent all kinds of actions for providing a certain service, and the kinds of the action may be determined in advance. As needed, providing a service may correspond to performing an action.

For example, actions such as a route guidance, a vehicle state check, and gasoline station recommendation may be pre-defined in a domain/action inference rule DB **141** (refer to FIG. **22**A), and it may be possible to extract an action corresponding to a user's utterance, i.e., an action intended by a user, according to the stored inference rule. An action related to an event occurred in the vehicle may be pre-defined and then stored in a relational action DB **146***b* (refer to FIG. **24**).

There is no limitation in the kinds of the action. If an action is allowed to be performed by the dialogue system **100** via the vehicle **200** or the mobile device **400**, and is pre-defined while the inference rule thereof or a relation with other action/event is stored, the action may become the above mentioned action.

The dialogue manager **120** transmits information related to the determined action to the result processor **130**.

The result processor **130** generates and outputs a dialogue response and a command that is needed to perform the transmitted action. The dialogue response may be output in text, image or audio type. When the command is output, a service such as vehicle control and external content provision, corresponding to the output command, may be performed.

For example, the result processor **130** may generate and output a dialogue response and a command for identifying a passenger. As an example, the result processor **130** may output an utterance requesting identification information of the passenger to identify a passenger who is determined to board through the input processor **110**.

In addition, the result processor **130** may generate and output a dialogue response and a command for estimating a change in the number of passengers. As an example, the result processor **130** may output a pre-utterance having a content related to the possibility exiting the vehicle for each passenger at a stop-over point and the possibility of re-boarding the vehicle after exiting the vehicle for each passenger.

It is understood that the input processor **110** and the result processor **130** may be implemented as separate processors or, alternatively, as a single processor. It is further understood that the input processor **110** and the result processor **130** may be implemented as one or more hardware processors, one or more software modules, or a combination thereof. It is further understood that operation of the input processor **110** and the result processor **130** may be controlled by the vehicle controller **240**.

The storage **140** stores a variety of information for the dialogue processing and the service provision. For example, the storage **140** may pre-store information related to domains, actions, speech acts and entity names used for the natural language understanding and a context understanding table used for understanding the context from the input

information. In addition, the storage **140** may pre-store data detected by a sensor provided in the vehicle, information related to a user, and information needed for the action.

For example, when the driving of the vehicle is terminated, the storage **140** may store driving-related information about driving of the vehicle and passenger information on a passenger boarding on the vehicle while driving. Particularly, the storage **140** may store driving-related information about driving of the vehicle such as a departure point of driving, a stop-over point, and a destination, and passenger information on a passenger such as personal identification information, speech characteristic information, seating location information, boarding time information, exit time information, boarding location information, and information related to location for exiting the vehicle. A description of information stored in the storage **140** will be described later.

As mentioned above, the dialogue system **100** provides a dialogue processing technology that is specified for the vehicle environment. All or some of components of the dialogue system **100** may be contained in the vehicle. The dialogue system **100** may be provided in the remote server and the vehicle may act as a gateway between the dialogue system **100** and a user. In either case, the dialogue system **100** may be connected to the user via the vehicle or the mobile device connected to the vehicle.

FIG. **2** is a view illustrating an interior of a vehicle, and FIG. **2**B is a view illustrating an interior of the vehicle when viewing from another angle different from FIG. **2**A.

Referring to FIG. **2**A, a display **231** configured to display a screen required for the control of the vehicle including an audio function, a video function, a navigation function, and a calling function, and an input button **221** configured to receive a user's control command may be provided in a center fascia **203** corresponding to the center portion of a dashboard inside of the vehicle **200**.

For the user's operation convenience, an input button may be provided in a steering wheel **207** and a jog shuttle **225** acting as an input button may be provided in a center console region **202** provided between a driver seat **254***a* and a passenger seat **254***b*.

Meanwhile, the seat **254** is not limited to the driver seat **254***a* and the passenger seat **254***b*. Referring to FIG. **2**B, the vehicle **1** may be provided with rear seats **254***c* and **254***d*, as needed.

At this time, when a passenger boards on the passenger seat **245***b*, and the rear seats **254***c* and **254***d*, and when a dialogue is performed among occupants in the vehicle, the dialogue system may determine whether a passenger boards, through the speech recognition, and determine a seat location of the passenger in the vehicle by estimating a location in which the speech is generated. In addition, the dialogue system may determine whether the passenger is placed on the corresponding seat by various sensors provided in the side of the passenger seat **245***b* and the rear seats **254***c* and **254***d*.

According to an embodiment, the dialogue system may output a pre-utterance to request the identification information of the passenger to identify each passenger determined to board, and identify each passenger by receiving each passenger's utterance. As mentioned above, the identification of passenger may represent distinguishing a passenger based on the identification information of the passenger determined to board.

According to an embodiment, the dialogue system may store passenger information including a seat location for each passenger in the vehicle. A detail description thereof will be described later.

A module including the display **231**, the input button **221** and a processor controlling a variety of functions may correspond to an audio video navigation (AVN) terminal or a head unit.

The display **231** may be implemented by any one of various display devices, e.g., Liquid Crystal Display (LCD), Light Emitting Diode (LED), Plasma Display Panel (PDP), Organic Light Emitting Diode (OLED), and Cathode Ray Tube (CRT).

The input button **221** may be provided in a hard key type on an area adjacent to the display **231**, as illustrated in FIG. **2**. Alternatively, when the display **231** is implemented by a touch screen, the display **231** may perform a function of the input button **221**.

The vehicle **200** may receive a user control command as a speech via a speech input device **210**. The speech input device **210** may include a microphone configured to receive the sound and then covert the sound into an electrical signal.

For the effective speech input, the speech input device **210** may be mounted to a head lining **205**, as illustrated in FIG. **2**, but an embodiment of the vehicle **200** is not limited thereto. Therefore, the speech input device **210** may be mounted to the dashboard **201** or the steering wheel **207**. In addition, the speech input device **210** may be respectively provided in the passenger seat **245***b* and the rear seats **254***c* and **254***d* for the input of speech of passenger seated on the passenger seat **245***b* and the rear seats **254***c* and **254***d*. In addition, the speech input device **210** may be mounted to any position as long as a position is appropriate for receiving the user's speech.

In the inside of the vehicle **200**, a speaker **232** configured to perform dialogue with a user or configured to output a sound required to provide the service desired by the user may be provided. For example, the speaker **232** may be provided inside of the driver's seat door **253***a* and the passenger-seat door **253***b*.

The speaker **232** may output a speech for navigation route guidance, a sound or a speech contained in the audio and video contents, a speech for providing information or service desired by the user, and a system utterance generated as a response to the user's utterance.

According to an embodiment, the dialogue system **100** provides a service that is appropriate for the user's lifestyle by using the dialogue processing technologies appropriate for the vehicle environments, and the dialogue system **100** may implement a new service using technologies such as connected car, Internet of Things (IoT), and artificial intelligence (AI).

When applying the dialogue processing technologies appropriate for the vehicle environments, such as the dialogue system **100** according to an embodiment, it may be easily recognize and respond to a key context during a driver directly drives the vehicle. It may be possible to provide a service by applying a weight to a parameter affecting the driving, such as gasoline shortages and drowsy driving, or it may be possible to easily obtain information, e.g., a driving time and destination information, which is needed for the service, based on a condition in which the vehicle moves to the destination in most cases.

In addition, it may be possible to easily implement intelligent services configured to provide a function by recognizing a driver's intent. This is because priority is given to real-time information and action in the driver's direct driving situation. For example, when the driver searches for a gasoline station while driving, it may be interpreted as an intent that the driver will go to the gasoline station. However, when the driver searches for a gasoline

station in the place not the vehicle, it may be interpreted as another intent, such as searching for location information inquiry, phone number inquiry and price inquiry other than the intent that the driver will go to the gasoline station.

Further, although the vehicle is a limited space, various situations may occur therein. For example, the drive may utilize the dialogue system **100** in a variety of situations, e.g., driving a vehicle having an unfamiliar interface, such as a rent car, using chauffeur service, a vehicle management situation such as washing vehicle, a situation in which a baby is on board, and a situation of visiting a certain destination.

In addition, a variety of services and dialogue situations may occur in each stages forming the vehicle driving and the pre and post stage of the driving, e.g., a vehicle check stage, a start preparing stage, a driving stage, and a parking stage. Particularly, the driver may utilize the dialogue system **100** in a variety of situations, e.g., a situation in which a driver does not know how to deal with problems, a situation in which the vehicle is associated with a variety of external devices, a situation of checking a driving habit, e.g., gasoline mileage, and a situation of using safety support function, e.g., a smart cruise control, a navigation operation situation, a drowsy driving situation, a situation of driving along the same route every day, and a situation of checking whether the place is available for parking.

FIGS. **3** to **6** are views illustrating an example of dialogue that generates between a dialogue system and a driver.

Referring to FIG. **3**, although the driver does not input an utterance for asking the current remaining amount of gasoline or for requesting a gasoline station guidance, the dialogue system **100** may identify the current remaining gasoline by itself and when the identified remaining gasoline is less than a predetermined value, the dialogue system **100** may first output an utterance providing information related to the current remaining gasoline (S1: it is possible to drive 43 km with the remaining gasoline).

In response to the utterance, the driver may input an utterance asking a near gasoline station to receive a route guidance (U1: let me know a near gasoline station), and the dialogue system **100** may output an utterance providing information related to the nearest gasoline station from the current position (S2: the nearest gasoline stations are A-oil Seong-rim gasoline station, B-oil Jang-dae gasoline station, and C-oil Pacific gasoline station.

The driver may additionally input an utterance asking the gasoline price (U2: where is the cheapest?), and the dialogue system **100** may output an utterance providing information related to the price by the fuel type (the lowest price for gasoline is the B oil Jang-dae gasoline station, which costs 1294 won per liter, while the lowest price for diesel is the A oil Seong-rim gasoline station, which costs 985 won per liter).

The driver may input an utterance asking a guidance to the B oil Jang-dae gasoline station (U3), and the dialogue system **100** may output an utterance indicating that the guidance starts to the gasoline station selected by the driver (S4: a route to the B oil Jang-dae gasoline station starts).

That is, the dialogue system **100** may determine that the current needed service is the gasoline guidance service, based on the state information of the vehicle received via the input processor **110**, and output a pre-utterance to provide the need service. In addition, the driver may be guided to the near gasoline station selling the fuel type of the current vehicle at the lowest price, through a dialogue with the dialogue system **100**. According to an embodiment, it is assumed that "pre-utterance" represents an utterance that is firstly output from the dialogue system **100** before a user utters.

Meanwhile, when selecting the gasoline station in the example as illustrated in FIG. **3**, the dialogue system **100** may omit some questions and directly provide information and thus it may be possible to reduce the steps and time of the dialogue.

For example, the dialogue system **100** may pre-recognize that the fuel type of the current vehicle is gasoline and criteria of the driver for selecting a gasoline station is price. Information related to the fuel type of the vehicle may be acquired from the vehicle and the criteria of the driver for selecting a gasoline station may be pre-input from a driver or acquired by learning the driver dialogue history or the gasoline station selection history. The information may be pre-stored in the storage **140**.

In this case, the dialogue system **100** may proactively output an utterance (S2+S3=S3') providing information related to the fuel price, particularly the gasoline price which is the fuel type of the current vehicle without inputting the utterance (U2) for requesting information about the fuel price by the driver, i.e., U2 is omitted, as illustrated in FIG. **4**.

The driver may omit the utterance (U2) for requesting information about the fuel price and the response of the dialogue system **100** may be formed such that the utterance (S2) guiding the near gasoline station and the utterance (S3) guiding the fuel price are integrated as a single response, so as to reduce the steps and time of the dialogue.

In addition, the dialogue system **100** may recognize that the driver's intent is searching for the gasoline station, by itself, based on the fact that the driver asks the current remaining amount of gasoline.

In this case, as illustrated in FIG. **5**, although the driver does not input the utterance (U1) asking the near gasoline station, i.e., U1 is omitted, the dialogue system **100** may proactively output an utterance (S2+S3=S3") providing information related to the fuel price.

In a state in which the nearest gasoline station from the current position and the gasoline station providing the lowest fuel price is the same gasoline station, an utterance (S3") providing information related to the fuel price may include a question for asking whether to guide to the corresponding gasoline station. Therefore, the user may request the route guidance to the corresponding gasoline station by simply inputting an utterance agreeing with the question of the dialogue system **100** (U3': yes), without inputting a particular utterance for asking a guidance to a certain gasoline station.

As mentioned above, the dialogue system **100** may recognize the user's real intent and proactively provide information corresponding to the intent by considering a content, which is not uttered by the user, based on pre-obtained information. Therefore, it may be possible to reduce the dialogue steps and time for providing the service desired by the user.

Referring to FIG. **6**, when it is determined that the passenger boards on the vehicle based on the dialogue among occupants in the vehicle and the vehicle operation information, the dialogue system **100** may firstly output an utterance (S11: who are you? tell me your name) asking the identification information of the passenger.

In response to the utterance, the passenger may input an utterance (U11: I am OO) containing the passenger's iden-

tification information and the dialogue system **100** may identify the identity of the passenger through the passenger's utterance.

That is, the dialogue system **100** may determine whether the passenger boards on the vehicle, based on the dialogue among the passengers that is received through the input processor **110** and the vehicle operation information, and output a pre-utterance to identify an identity of the passenger. In addition, the passenger may provide the identification information to the dialogue system **100** through the dialogue with the dialogue system **100**.

FIGS. **7** and **8** are views illustrating the dialogue system configured to estimate a change in the number of passengers and output a pre-utterance.

Referring to FIG. **7**, after identifying the identity of the passenger, the dialogue system **100** in the vehicle **200** may estimate a change in the number of passengers based on the dialogue among the passengers in the vehicle and output a pre-utterance indicating a result of estimating the change in the number of passengers.

Particularly, the dialogue system **100** in the vehicle **200** may acquire a possibility of exiting the vehicle each passenger at a stop-over point **700** and a possibility of re-boarding the vehicle after exiting the vehicle, by applying the natural language understanding algorithm to the dialogue among occupants in the vehicle. In addition, the dialogue system **100** in the vehicle **200** may acquire a possibility, in which a passenger, which is intended to board (i.e., a prospective passenger), boards on the stop-over point **700**, by applying the natural language understanding algorithm to call conversation in the vehicle. A detail description thereof will be described.

Before arriving at the stop-over point **700**, the dialogue system **100** in the vehicle **200** may output a pre-utterance related to the result of estimating the change in the number of passengers such as "A will exit at the stop-over point". "B will re-board after exiting the vehicle at the stop-over point". "C will not exit at the stop-over point". and "D will board at the stop-over point", based on the possibility of exiting the vehicle for each passenger and the possibility of re-boarding the vehicle after exiting for each passenger.

Referring to FIG. **8**, after departing from the stop-over point **700**, the dialogue system **100** in the vehicle **200** may output a pre-utterance related to a result of comparison between the estimation result of the change in the number of passengers, which is estimated before arriving at the stop-over point **700**, and the result of the change in the number of passengers after departing from the stop-over point **700**.

Particularly, after departing from the stop-over point **700**, the dialogue system **100** in the vehicle **200** may compare the estimation result of the change in the number of passengers which is acquired before arriving at the stop-over point **700**, and the result of the change in the number of passengers after departing from the stop-over point **700**.

The comparison between the estimation result of the change in the number of passengers which is acquired before arriving at the stop-over point **700**, and the result of the change in the number of passengers which is acquired after departing from the stop-over point **700** may be performed by determining whether a passenger boards in the vehicle, after departing from the stop-over point **700**, based on the dialogue among occupants in the vehicle and the vehicle operation information, after departing from the stop-over point **700**.

In addition, after departing from the stop-over point **700**, the dialogue system **100** in the vehicle **200** may output a pre-utterance verifying whether the estimation result of the change in the number of passengers is correct, in order to verify the result of the change in the number of passengers. The dialogue system **100** in the vehicle **200** may compare the estimation result of the change in the number of passengers which is acquired before arriving at the stop-over point **700**, and the result of the change in the number of passengers after departing from the stop-over point **700**, by using a response utterance of the passenger about the pre-utterance verifying whether the estimation result of the change in the number of passengers is correct.

After departing from the stop-over point **700**, the dialogue system **100** in the vehicle **200** may output a pre-utterance about the result of comparison "the current number of passengers is different from the estimation result of the change in the number of passengers", based on the comparison between the estimation result of the change in the number of passengers which is acquired before arriving at the stop-over point **700**, and the result of the change in the number of passengers after departing from the stop-over point **700**. FIGS. **9** and **10** are control block diagrams schematically illustrating a connection between the dialogue system and the components of the vehicle.

Referring to FIG. **9**, a user's speech input to the dialogue system **100** may input via the speech input device **210** provided in the vehicle **200**. As illustrated in FIG. **2**, the speech input device **210** may include a microphone provided inside of the vehicle **200**.

The input except for the speech in the user input may be input through an information except for speech input device **220**. The information except for speech input device **220** may include an input button **221** and **223** and the jog shuttle **225** for receiving a command through the operation of the user.

The information except for speech input device **220** may include a camera imaging a user. Through an image imaged by the camera, it is possible to recognize a user's gesture, expression or sight direction which is used as a tool of command input. Alternatively, it is possible to recognize the user's state (drowsy state, etc.) through the image imaged by the camera.

In addition, the information except for speech input device **220** may include a window adjustment button, a seat adjustment button, and an air conditioner adjustment button provided on the side of the passenger seat **245***b* and the rear seat **254***c* and **254***d* to determine the boarding of the passengers and seat location of passengers.

Information related to the vehicle may be input into the dialogue system **100** via a vehicle controller **240**. Information related to the vehicle may include vehicle state information or surroundings environment information acquired by a variety of sensors provided in the vehicle **200**, and information which is initially stored in the vehicle **200**, e.g. the fuel type of the vehicle.

The dialogue system **100** may recognize the user's intent and context using the user's speech input via the speech input device **210**, the input except for the user's speech, input via the information except for speech input device **220**, and a variety of information input via the vehicle controller **240**. The dialogue system **100** outputs a response to perform an action corresponding to the user's intent.

A dialogue output device **230** is a device configured to provide an output in a visual, auditory or tactile manner, to a talker. The dialogue output device **230** may include the display **231** and the speaker **232** provided in the vehicle **200**. The display **231** and the speaker **232** may output a response to a user's utterance, a question about a user, or information requested by a user, in the visual or auditory manner. In

addition, it may be possible to output a vibration by installing a vibrator in the steering wheel **207**.

Further, according to the response output from the dialogue system **100**, the vehicle controller **240** may control the vehicle **200** to perform an action corresponding to the user's intent or the current situation.

Meanwhile, as well as the information acquired by the sensor provided in the vehicle **200**, the vehicle **200** may collect information acquired from an external content server **300** or an external device via the communication device **280**, e.g., driving environment information and user information such as traffic conditions, weather, temperature, passenger information and driver personal information, and then the vehicle **200** may transmit the information to the dialogue system **100**.

As illustrated in FIG. **10**, information acquired by the sensor provided in the vehicle **200**, e.g., a remaining amount of fuel, an amount of rain, a rain speed, surrounding obstacle information, a speed, an engine temperature, a tire pressure, current position, may be input to the dialogue system **100** via an internal signal controller **241**.

In addition, information acquired by the sensor provided in the vehicle, such as window adjustment button operation information, seat adjustment button operation information, and air conditioner adjustment button operation information may be input to the dialogue system **100** through the internal signal controller **241**.

The driving environment information acquired from the outside via Vehicle to Everything (V2X) communication may be input to the dialogue system **100** via an external signal controller **242**. The V2X may represent that a vehicle exchanges and shares a variety of useful information, e.g. traffic condition, by communicating with a road infrastructure and other vehicle while driving.

The V2X communication may include Vehicle-to Infrastructure (V2I) communication, Vehicle-to-Vehicle (V2V) communication, and Vehicle-to-Nomadic devices (V2N) communication. Therefore, by using the V2X communication, it may be possible to send and receive information such as traffic information about the front side or an access of another vehicle or risk of collision with another vehicle through the communication directly performed between vehicles or the communication with the infrastructure installed in the road and thus it may be possible to inform a driver of the information.

Therefore, the driving environment information input to the dialogue system **100** via the external signal controller **242** may include traffic information about the front side, access information of adjacent vehicle, collision warning with another vehicle, real time traffic conditions, unexpected conditions, and a traffic flow control state.

Although not shown in the drawings, signals obtained via V2X may also be input to the vehicle **200** via the communication device **280**.

The vehicle controller **240** may include a memory in which a program for performing the above-described operation and the operation described later is stored, and a processor for executing the stored program. At least one memory and one processor may be provided, and when a plurality of memory and processors are provided, they may be integrated on one chip or physically separated.

In addition, the internal signal controller **241** and the external signal controller **242** may be implemented by the same processor and memory or by a separate processor and memory.

FIGS. **11** and **12** are control block diagrams schematically illustrating a connection between the dialogue system and the components of the vehicle.

Referring to FIG. **11**, the user's speech transmitted from the speech input device **210** may be input to a speech input processor **111** provided in the input processor **110**, the input except for the user's speech transmitted from the information except for speech input device **220** may be input to a context information processor **112** provided in the input processor **110**.

In addition, information that is input via the internal signal controller **241** or the external signal controller **242** is input to the context information processor **112** provided in the input processor **110**.

The context information input to the context information processor **112** may include the vehicle state information, the driving environment information and the user information, which is input from the information except for speech input device **220** and the vehicle controller **240**. The context information processor **112** may identify the context based on the input context information. The dialogue system **100** may precisely recognize the user's intent or efficiently find out a service needed for the user, by identifying the context.

For example, the speech input processor **111** may determine the boarding of the passenger based on the dialogue among the occupants in the vehicle recognized through the speech input device **210**. In addition, the speech input processor **111** may determine the possibility of exiting the vehicle at the stop-over point for each passenger and the possibility of re-boarding the vehicle after exiting at the stop-over point for each passenger, based on the dialogue among occupants in the vehicle that is recognized through the speech input device **210**. In addition, the speech input processor **111** may estimate a passenger intended to board on the vehicle, based on the call conversation in the vehicle that is recognized through the speech input device **210**. The context information processor **112** may recognize the operation of the information except for speech input device **220** and determine whether the passenger boards or not, based on a recognition result. A response output from the result processor **130** may input to the dialogue output device **230** or the vehicle controller **240** to allow the vehicle **200** to provide the service needed for the user. In addition, the response may be transmitted to the external content server **300** to request the needed service.

The vehicle state information, the driving environment information and the user information transmitted from the vehicle controller **240** may be stored in the storage **140**.

Referring to FIG. **12**, the storage **140** may include a long-term memory **143** and a short-term memory **144**. Data stored in the storage **140** may be classified into the short term memory and the long term memory according to the importance and the persistence of the data, and the designer's intent.

The short-term memory **144** may store the dialogue that is previously performed. The previous dialogue may be a dialogue performed within a reference time from the current. Alternatively, the dialogue may be continuously stored until the capacity of the utterance content between the user and the dialogue system **100** becomes a reference value.

For example, when it is time for meal, the vehicle **200** may output an utterance asking whether to guide a restaurant, via the speaker **232**. Whether it is time for meal may be identified based on whether a current time is within a predetermined meal time range. When the user utters a content "let me know a restaurant near Gangnam Station" or a content "let me know a restaurant" and when the current

position of the vehicle **200** is around Gangnam Station, the dialogue system **100** may search for restaurants near Gangnam Station through the external content server **300** and then provide information related to the searched restaurant near Gangnam Station, to the user. An example of providing information, the dialogue system **100** may display a list of the restaurant on the display **231** and when the user utters "first", the dialogue content related to the request of the restaurant to the selection of the restaurant may be stored in the short-term memory **144**.

Alternatively, not only the entire dialogue contents are stored, but also specific information contained in the dialogue contents may be stored. For example, it is possible to store the first restaurant of the restaurant list in the short-term memory **144** or the long-term memory **143** as a restaurant selected by the user.

When the user asks "How is the weather?" to the dialogue system **100** after the dialogue about the restaurant near Gangnam Station, the dialogue system **100** may assume that a user's interest location is Gangnam Station, from the dialogue stored in the short-term memory **144** and then output a response "it is raining in Gangnam Station"

Next, when the user utters "recommend a menu of the restaurant", the dialogue system **100** may assume that "the restaurant" represents a restaurant near Gangnam Station, from the dialogue stored in the short term memory, and acquire information related to a recommend menu of the corresponding restaurant through the service provided from the external content server **300**. Accordingly, the dialogue system **100** may output the response "noodle is the best menu in the restaurant."

The long-term memory **143** may store data according to the presence of the persistence of the data. For example, the long-term memory **143** may determine that the persistence of the data such as position of interest (POI) information, e.g., family and friend telephone numbers and home or company, and user preferences for certain parameters is secured and then store the data therein. In contrast, when it is determined that the persistence of the data is not secured, the data may be stored in the short-term memory **144**.

For example, when the driving of the vehicle is terminated, the long-term memory **143** may store driving-related information about driving of the vehicle and passenger information on a passenger boarding on the vehicle while driving. Particularly, the long-term memory **143** may store driving-related information about driving of the vehicle such as a departure point of driving, a stop-over point, and a destination, and passenger information on a passenger such as personal identification information, speech characteristic information, seating location information, boarding time information, exit time information, boarding location information, and information related to location for exiting the vehicle. For example, the current location of the user may be a temporary data and thus stored in the short-term memory **144** and the user's preference for the restaurant may be a persistent data which is available later and thus stored in the long-term memory **143**.

When the user utters "is there any restaurant around here?", the dialogue system **100** may recognize the current location of the user and figure out that the user prefers the Chinese restaurant, from the long-term memory **143**. Therefore, the dialogue system **100** may recommend the list of user's favorite Chinese restaurant around the current location, by using the external content.

In addition, the dialogue system **100** may proactively provide service and information to the user using the data stored in the long-term memory **143** and the short-term memory **144**.

For example, information related to the user's house may be stored in the long-term memory **143**. The dialogue system **100** may acquire the information related to the user's house, from the external content server **300**, and then provide information indicating "a water outage is expected this Fri day due to the cleaning of Apartment"

In addition, when a passenger, which is identical to the passenger in the previous driving, is in the next driving, the dialogue system **100** may estimate the possibility of exiting the vehicle for each passenger and the possibility of re-boarding the vehicle after exiting for each passenger, based on the stored passenger information and the dialogue among occupants in the vehicle

Information related to a vehicle battery state may be stored in the short-term memory **144**. The dialogue system **100** may analyze the vehicle battery state stored in the short-term memory **144** and then provide information indicating "the battery is in the bad condition. Have it repaired before winter."

FIG. **13** is a control block diagram illustrating a vehicle independent method in which a dialogue system is provided in a vehicle.

According to the vehicle independent method, the dialogue system **100** having the input processor **110**, the dialogue manager **120**, the result processor **130** and the storage **140** may be contained in the vehicle **200**, as illustrated in FIG. **13**.

When the dialogue system **100** is contained in the vehicle **200**, the vehicle **200** may process dialogue with a user, by itself and provide a service needed for the user. However, the information needed for the dialogue processing and service provision may be brought from the external content server **300**.

The vehicle state information or the driving environment information, e.g., an remaining amount of fuel, an amount of rain, a rain speed, surrounding obstacle information, a speed, an engine temperature, a tire pressure, current position, which is detected by a vehicle detector **260** may be input to the dialogue system **100** via the vehicle controller **240**.

According to a response output from the dialogue system **100**, the vehicle controller **240** may control the air conditioning device **251**, the window **252**, the door **253**, the seat **254** or the AVN **255** provided in the vehicle **200**.

For example, when the dialogue system **100** determines that the user's intent or the service needed for the user is to lower the temperature inside the vehicle **200** and then generates and outputs a corresponding command, the vehicle controller **240** may lower the temperature inside the vehicle **200** by controlling the air conditioner **251**.

For another example, when the dialogue system **100** determines that the user's intent or the service needed for the user is to raise the driver's seat window **252***a* and generates and outputs a corresponding command, the vehicle controller **240** may raise the driver's seat window **252***a* by controlling the window **252**.

For another example, when the dialogue system **100** determines that the user's intent or the service needed for the user is to guide a route to a certain destination and generates and outputs a corresponding command, the vehicle controller **240** may perform a route guidance by controlling the AVN **255**. As needed, the communication device **280** may

bring map data, and POI information from the external content server **300** and then use the information for the service provision.

FIGS. **14** and **15** are control block diagrams illustrating a vehicle gateway method in which a dialogue system is provided in a remote server and a vehicle acts as a gateway connecting a user to the dialogue system.

According to the vehicle gateway method, as illustrated in FIG. **14**, a remote dialogue system server **1** may be provided in the outside of the vehicle **200**, and a dialogue system client **270** connected via the remote dialogue system server **1** and the communication device **280** may be provided in the vehicle **200**. The communication device **280** serves as a gateway for connecting the vehicle **200** and the remote dialogue system server **1**.

The dialogue system client **270** may serve as an interface connected to an input/output device and perform collecting, and sending and receiving data.

When the speech input device **210** and the information except for speech input device **220** provided in the vehicle **200** receive a user's input and transmit the user input to the dialogue system client **270**, the dialogue system client **270** may transmit the input data to the remote dialogue system server **1** via the communication device **280**.

The vehicle controller **240** may also transmit data detected by the vehicle detector **260** to the dialogue system client **270** and the dialogue system client **270** may transmit the data detected by the vehicle detector **260** to the remote dialogue system server **1** via the communication device **280**.

Since the above mentioned dialogue system **100** is provided in the remote dialogue system server **1**, the remote dialogue system server **1** may perform all of input data processing, dialogue processing based on the result of the input data processing, and result processing based on the result of the dialogue processing.

In addition, the remote dialogue system server **1** may bring information or content needed for the input data processing, the dialogue management, or the result processing, from the external content server **300**.

According to a response transmitted from the remote dialogue system server **1**, the vehicle **200** may bring information or content for the service needed for the user from the external content server **300**.

Referring to FIG. **15**, the communication device **280** may include at least one communication module configured to communicate with an external device. For example, the communication device **280** may include at least one of a short range communication module **281**, a wired communication module **282**, and a wireless communication module **283**.

The short-range communication module **281** may include a variety of short range communication modules, which is configured to transmit and receive a signal using a wireless communication module in the short range, e.g., Bluetooth module, Infrared communication module, Radio Frequency Identification (RFID) communication module, Wireless Local Access Network (WLAN) communication module, NFC communications module, and ZigBee communication module.

The wired communication module **282** may include a variety of wired communication module, e.g., Local Area Network (LAN) module, Wide Area Network (WAN) module, or Value Added Network (VAN) module and a variety of cable communication module, e.g., Universal Serial Bus (USB), High Definition Multimedia Interface (HDMI), Digital Visual Interface (DVI), recommended standard 232 (RS-232), power line communication or plain old telephone service (POTS).

The wireless communication module **283** may include a wireless communication module supporting a variety of wireless communication methods, e.g., Wifi module, Wireless broadband module, global System for Mobile (GSM) Communication, Code Division Multiple Access (CDMA), Wideband Code Division Multiple Access (WCDMA), Time Division Multiple Access (TDMA), Long Term Evolution (LTE), 4G and 5G.

In addition, the communication device **280** may further include an internal communication module (not shown) for communication between electronic devices in the vehicle **200**. The communication protocol of the vehicle **200** may use Controller Area Network (CAN), Local Interconnection Network (LIN), FlexRay, and Ethernet.

The dialogue system **100** may send and receive data to and from the external content server **300** or the remote dialogue system server **1** via the wireless communication module **283**. The dialogue system **100** may perform the V2X communication using the wireless communication module **283**. In addition, using the short range communication module **281** or the wired communication module **282**, the dialogue system **100** may send and receive data to and from a mobile device connected to the vehicle **200**.

FIG. **16** is a control block diagram illustrating a case in which the vehicle can perform some input processing and output processing in the vehicle gateway method.

As mentioned above, the dialogue system client **270** of the vehicle **200** may only collect and send and receive the data but the dialogue system client **270** may process data input from the user or the vehicle or perform a processing related to the service provision that is determined to be needed to the user, since an input processor **271**, a result processor **273** and a storage **274** are contained in the dialogue system client **270**, as illustrated in FIG. **16**. That is, the operation of the input processor **110** and the result processor **130** may be performed by not only the remote dialogue system server **1** but also the vehicle **200**.

In this case, the dialogue system client **270** may perform all or some operation of the input processor **110**. The dialogue system client **270** may perform all or some operation of the result processor **130**.

The task sharing between the remote dialogue system server **1** and the dialogue system client **270** may be determined in consideration of the capacity of the data to be processed and the data processing speed.

FIG. **17** is a control block diagram illustrating a hybrid method in which both of a remote dialogue system server and a vehicle perform a dialogue processing.

According to the hybrid method, as illustrated in FIG. **17**, since the input processor **110**, the dialogue manager **120**, the result processor **130** and the storage **140** are provided in the remote dialogue system server **1**, the remote dialogue system server **1** may perform the dialogue processing, and since a terminal dialogue system **290** provided with an input processor **291**, a dialogue manager **292**, a result processor **293** and a storage **294** is provided in the vehicle **200**, the vehicle **200** may perform the dialogue processing.

However, there may be difference between a processor and a memory provided in the vehicle **200** and a processor or a memory provided in the remote dialogue system server **1** in the capacity or performance. Accordingly, when the terminal dialogue system **290** is capable of outputting a result by processing all the input data and managing the dialogue, the terminal dialogue system **290** may perform the

entire process. Otherwise, it may be possible to request the processing to the remote dialogue system server **1**.

Before performing the dialogue processing, the terminal dialogue system **290** may determine whether it is possible to perform the dialogue processing based on the data type, and the terminal dialogue system **290** may directly perform the processing or request the processing to the remote dialogue system server **1** based on the result of the determination.

When an event occurs in which the terminal dialogue system **290** cannot perform the process during performing the dialogue process, the terminal dialogue system **290** may request the processing to the remote dialogue system server **1** while transmitting a result that is processed by itself, to the remote dialogue system server **1**.

For example, when the high-performance computing power or the long-term data processing is needed, the remote dialogue system server **1** may perform a dialogue processing and when the real time processing is needed, the terminal dialogue system **290** may perform the dialogue processing. For example, when an instant requiring immediate processing occurs and thus it is needed to process the data before the synchronization, it may be set such that the terminal dialogue system **290** firstly processes the data.

In addition, when there is an unregistered talker in the vehicle and thus a user confirmation is required, the remote dialogue system server **1** may process the dialogue. That is, when it is needed to identify a passenger since a new passenger is in the vehicle, the remote dialogue system server **1** may process the dialogue.

Further, when the terminal dialogue system **290** is unable to complete the dialogue processing by itself in a state in which the connection with the remote dialogue system server **1** via the communication device **280** is not allowed, it may be possible to inform a user that the dialogue processing cannot be performed, via the dialogue output device **230**.

Data stored in the terminal dialogue system **290** and data stored in the remote dialogue system server **1** may be determined according to the data type or the data capacity. For example, in the case of data having a risk of invasion of privacy because of personal identification, the data may be stored in the storage **294** of the terminal dialogue system **290**. In addition, a large amount of data may be stored in the storage **140** of the remote dialogue system server **1**, and a small amount of data may be stored in the storage **294** of the terminal dialogue system **290**. Alternatively, a small amount of data may be stored in both of the storage **140** of the remote dialogue system server **1** and the storage **294** of the terminal dialogue system **290**.

FIGS. **18** and **19** are control block diagrams illustrating a mobile gateway method in which a mobile device connected to a vehicle connects a user to a remote dialogue system server.

According to the mobile gateway method, as illustrated in FIG. **18**, the mobile device **400** may receive the vehicle state information and the driving environment information, etc. from the vehicle **200**, and transmit the user input and the vehicle state information to the remote dialogue system server **1**. That is, the mobile device **400** may act as a gateway connecting a user to the remote dialogue system server **1** or connecting the vehicle **200** to the remote dialogue system server **1**.

The mobile device **400** may represent an electronic device that is portable and capable of sending and receiving data to and from an external server and a vehicle by communicating with the external server and vehicle, wherein the mobile device **400** may include a smart phone, a smart watch, a smart glass, a PDA, and a tablet PC.

The mobile device **400** may include a speech input device **410** receiving a user's speech, an except for speech input device **420** receiving an input except for the user's speech, an output device **430** outputting a response in a visual, auditory or tactile manner, a communication device **480** sending and receiving data to and from the remote dialogue system server **1** and the vehicle **200** through the communication, and a dialogue system client **470** collecting input data from a user and transmitting the data to the remote dialogue system server **1** via the communication device **480**.

The speech input device **410** may include a microphone receiving sound, converting the sound into an electrical signal and outputting the electrical signal.

The except for speech input device **420** may include an input button, a touch screen or a camera provided in the mobile device **400**.

The output device **430** may include a display, a speaker or a vibrator provided in the mobile device **400**.

The speech input device **410**, the except for speech input device **420** and the output device **430** provided in the mobile device **400** may serve as an input and output interface for a user. In addition, the speech input device **210**, the information except for speech input device **220**, the dialogue output device **230** provided in the vehicle **200** may serve as an input and output interface for a user.

When the vehicle **200** transmits data detected by the vehicle detector **260** and the user input to the mobile device **400**, the dialogue system client **470** of the mobile device **400** may transmit the data and the user input to the remote dialogue system server **1**.

The dialogue system client **470** may transmit a response or a command transmitted from the remote dialogue system server **1**, to the vehicle **200**. When the dialogue system client **470** uses the dialogue output device **230** provided in the vehicle **200** as the input and output interface for the user, an utterance of the dialogue system **100** or a response to a user's utterance via may be output via the dialogue output device **230**. When the dialogue system client **470** uses the output device **430** that is provided in the mobile device **400**, an utterance of the dialogue system **100** or a response to a user's utterance may be output via the output device **430**.

The command for the vehicle control may be transmitted to the vehicle **200** and the vehicle controller **240** may perform a control corresponding to the transmitted command, thereby providing the service needed for the user.

The dialogue system client **470** may collect the input data and transmit the input data to the remote dialogue system server **1**. The dialogue system client **470** may also perform all or some function of the input processor **110** and the result processor **130** of the dialogue system **100**.

Referring to FIG. **19**, the communication device **480** of the mobile device **400** may include at least one communication module configured to communicate with an external device. For example, the communication device **480** may include at least one of a short range communication module **481**, a wired communication module **482**, and a wireless communication module **483**.

The short-range communication module **481** may include a variety of short range communication modules, which is configured to transmit and receive a signal using a wireless communication module in the short range, e.g., Bluetooth module, Infrared communication module, Radio Frequency Identification (RFID) communication module, Wireless

Local Access Network (WLAN) communication module, NFC communications module, and ZigBee communication module.

The wired communication module **482** may include a variety of wired communication module, e.g., Local Area Network (LAN) module, Wide Area Network (WAN) module, or Value Added Network (VAN) module and a variety of cable communication module, e.g., Universal Serial Bus (USB), High Definition Multimedia Interface (HDMI), Digital Visual Interface (DVI), recommended standard 232 (RS-232), power line communication or plain old telephone service (POTS).

The wireless communication module **483** may include a wireless communication module supporting a variety of wireless communication methods, e.g., Wifi module, Wireless broadband module, global System for Mobile (GSM) Communication, Code Division Multiple Access (CDMA), Wideband Code Division Multiple Access (WCDMA), Time Division Multiple Access (TDMA), Long Term Evolution (LTE), 4G and 5G.

For example, the mobile device **400** may be connected to the vehicle **200** via the short range communication module **481** or the wired communication module **482**, and the mobile device **400** may be connected to the remote dialogue system server **1** or the external content server **300** via the wireless communication module **483**.

FIG. **20** is a control block diagram illustrating a mobile independent method in which a dialogue system is provided in a mobile device.

According to the mobile independent method, as illustrated in FIG. **20**, the dialogue system **100** may be provided in the mobile device **400**.

Therefore, without being connected to the remote dialogue system server **1** for the dialogue processing, the mobile device **400** may process dialogue with a user and provide a service needed for the user, by itself. However, the mobile device **400** may bring one piece of the information for the dialogue processing and service provision, from the external content server **300**.

According to any method of the above-mentioned methods, components forming the dialogue system **100** may be physically separated from each other or some of the components may be omitted. For example, even when the dialogue system **100** is provided in the remote dialogue system server **1**, some of components forming the dialogue system **100** may be provided in a separate server or the vehicle. An operator or a manger of the separate server may be the same as or different from that of the remote dialogue system server **1**. For example, a speech recognizer or a natural language understanding portion described later may be provided in the separate server and the dialogue system **100** may receive a result of speech recognition or a result of natural language understanding about a user's utterance, from the separate server. Alternatively, the storage **140** may be provided in the separate server.

A description of the detailed configuration and detailed operation of each component of the dialogue system **100** will be described in detail. According to an embodiment described later, for convenience of explanation, it is assumed that the dialogue system **100** is provided in the vehicle **200**. Specific components of the dialogue system **100** described later may be classified according to an operation thereof, and there may be no limitation on whether the components is implemented by the same processor and memory or not and a physical position of the processor memory.

FIGS. **21**, **22**A and **22**B are control block diagrams illustrating a configuration of an input processor in the configuration of the dialogue system in detail.

Referring to FIG. **21**, the input processor **110** may include the speech input processor **111** processing the speech input and the context information processor **112** processing the context information.

The user's speech transmitted from the speech input device **210** may be input to the speech input processor **111** and the input except for the user's speech transmitted from the information except for speech input device **220** may be input to the context information processor **112**.

The vehicle controller **240** may transmit the vehicle state information, the driving environment information and the user information to the context information processor **112**. The driving environment information and the user information may be provided to the external content server **300** or the mobile device **400** connected to or the vehicle **200**.

All inputs except for speech may be contained in the context information. That is, the context information may include vehicle state information, driving environment information, user information, passenger boarding information, stop-over point arrival information, and stop-over point departure information. The passenger boarding information may correspond to context information indicating whether a passenger boards or not, the stop-over point arrival information may correspond to context information indicating whether the vehicle arrives at the stop-over point, and the stop-over point departure information may correspond to context information indicating whether the vehicle departures from the stop-over point after arriving at the stop-over point.

The dialogue system **100** may acquire the passenger boarding information based on information on the passenger, which is acquired by recognizing the dialogue among occupants in the vehicle through the speech input device **210**, and information on the passenger acquired by the information except for speech input device **220**.

In addition, the dialogue system **100** may determine whether the vehicle arrives at the stop-over point or departs from the stop-over point, based on the vehicle state information such as a current location and a vehicle speed detected by the vehicle detector **260**, and the dialogue system **100** may acquire stop-over point arrival information, and stop-over point departure information.

The vehicle state information may include information, which indicates the vehicle state and is acquired by a sensor provided in the vehicle **200**, and information that is related to the vehicle, e.g., the fuel type of the vehicle, and stored in the vehicle.

The driving environment information may be information acquired by a sensor provided in the vehicle **200**. The driving environment information may include image information acquired by a front camera, a rear camera or a stereo camera, obstacle information acquired by a sensor, e.g., a radar, a Lidar, an ultrasonic sensor, and information related to an amount of rain, and rain speed information acquired by a rain sensor.

The driving environment information may further include traffic state information, traffic light information, and adjacent vehicle access or adjacent vehicle collision risk information, which is acquired via the V2X.

The user information may include information related to user state that is measured by a camera provided in the vehicle or a biometric reader, information related to a user that is directly input using an input device provided in the vehicle by the user, information related to a user and stored

in the external content server **300**, and information stored in the mobile device **400** connected to the vehicle.

The speech input processor **111** may include an speech recognizer **111***a* outputting an utterance in the text type by recognizing the input user's speech, a natural language understanding portion **111***b* identifying the user's intent contained in the utterance by applying natural language understanding technology to the user utterance, and a dialogue input manager **111***c* transmitting a result of the natural language understanding and the context information, to the dialogue manager **120**.

The speech recognizer **111***a* may include a speech recognition engine and the speech recognition engine may recognize a speech uttered by a user by applying a speech recognition algorithm to the input speech and generate a recognition result.

Since the input speech is converted into a more useful form for the speech recognition, the speech recognizer **111***a* may detect an actual speech section included in the speech by detecting a start point and an end point from the speech signal. This is called End Point Detection (EPD).

The speech recognizer **111***a* may acquire the feature vector of the input speech from the detected section by applying the feature vector extraction technique, e.g., Cepstrum, Linear Predictive Coefficient: (LPC), Mel Frequency Cepstral Coefficient (MFCC) or Filter Bank Energy.

The speech recognizer **111***a* may acquire the results of recognition by comparing the extracted feature vector with a trained reference pattern. At this time, the speech recognizer **111***a* may use an acoustic model of modeling and comparing the signal features of a speech, and a language model of modeling a linguistic order relation of a word or a syllable corresponding to a recognition vocabulary. For this, the storage **140** may store the acoustic model and language model DB.

The acoustic model may be classified into a direct comparison method of setting a recognition target to a feature vector model and comparing the feature vector model to a feature vector of a speech signal, and a statistical method of statistically processing a feature vector of a recognition target.

The direct comparison method is setting a unit, such as a word or a phoneme, which is a recognition target, to a feature vector model, and comparing a received speech to the feature vector model to determine similarity between them. A representative example of the direct comparison method is vector quantization. The vector quantization is mapping feature vectors of a received speech signal to a codebook that is a reference model to code the results of the mapping to representative values, and comparing the representative values to each other.

The statistical model method is configuring units of a recognition target as state sequences and using a relationship between the state sequences. Each state sequence may be configured with a plurality of nodes. The method of using the relationship between the state sequences can be classified into Dynamic Time Warping (DTW), Hidden Markov Model (HMM), and a method of using a neural network.

The DTW is a method of compensating for differences in the time axis through comparison to a reference model in consideration of the dynamic feature of speech that the length of a signal varies over time even when the same person utters the same pronunciation. The HMM is a recognition method of assuming a speech as a Markov process having state transition probability and observation probability of nodes (output symbols) in each state, then estimating state transition probability and observation probability of nodes based on learning data, and calculating probability at which a received speech is to be generated from an estimated model.

Meanwhile, the language model of modeling a linguistic order relation of a word, a syllable, etc. may reduce acoustic ambiguity and recognition errors by applying an order relation between units configuring a language to units acquired through speech recognition. The language model may include a statistical language model, and a model based on Finite State Automata (FSA). The statistical language model uses chain probability of a word, such as Unigram, Bigram, and Trigram.

The speech recognizer **111***a* may use any one of the above-described methods for the speech recognition. For example, the speech recognizer **111***a* may use an acoustic model to which the HMM is applied, or a N-best search method in which an acoustic model is combined with a speech model. The N-best search method can improve recognition performance by selecting N recognition result candidates or less using an acoustic model and a language model, and then re-estimating an order of the recognition result candidates.

The speech recognizer **111***a* may calculate a confidence value to ensure reliability of a recognition result. A confidence value may be criteria representing how a speech recognition result is reliable. For example, the confidence value may be defined, with respect to a phoneme or a word that is a recognized result, as a relative value of probability at which the corresponding phoneme or word has been uttered from different phonemes or words. Accordingly, a confidence value may be expressed as a value between 0 and 1 or between 1 and 100.

When the confidence value is greater than a predetermined threshold value, the speech recognizer **111***a* may output the recognition result to allow an operation corresponding to the recognition result to be performed. When the confidence value is equal to or less than the threshold value, the speech recognizer **111***a* may reject the recognition result.

In addition, the speech recognizer **111***a* may distinguish the passenger's speech input through the speech input device **210**. Particularly, the speech recognizer **111***a* may distinguish a speech for each passenger by comparing non-verbal phonetic characteristics and verbal characteristics of the passenger speech input through the speech input device **210**. The non-verbal phonetic characteristics may include the height, intensity, breathing, and speed of the passenger speech. The verbal characteristics may include a dialect, slang and an accent of the passenger speech.

In addition, the speech recognizer **111***a* may determine whether a new passenger boards on the vehicle, by distinguishing a speech for a passenger input through the speech input device **210**.

The utterance in the form of text that is the recognition result of the speech recognizer **111***a* may be input to the natural language understanding portion **111***b*.

The natural language understanding portion **111***b* may identify an intent of user's utterance included in an utterance language by applying the natural language understanding technology. Therefore, the user may input a control command through a natural dialogue, and the dialogue system **100** may also induce the input of the control command and provide a service needed the user via the dialogue.

The natural language understanding portion **111***b* may perform morphological analysis on the utterance in the form of text. A morpheme is the smallest unit of meaning and represents the smallest semantic element that can no longer be subdivided. Thus, the morphological analysis is a first

step in natural language understanding and transforms the input string into the morpheme string.

The natural language understanding portion **111***b* may acquire a domain from the utterance based on the morphological analysis result. The domain may be used to identify a subject of a user utterance language, and the domain indicating a variety of subjects, e.g., route guidance, weather search, traffic search, schedule management, fuel management and air conditioning control, boarding of passenger, and change in the number of passengers, may be stored as a database.

The natural language understanding portion **111***b* may recognize an entity name from the utterance. The entity name may be a proper noun, e.g., people names, place names, organization names, time, date, and currency, and the entity name recognition may be configured to identify an entity name in a sentence and determine the type of the identified entity name. The natural language understanding portion **111***b* may acquire important keywords from the sentence using the entity name recognition and recognize the meaning of the sentence.

The natural language understanding portion **111***b* may analyze a speech act contained in the utterance. The speech act analysis may be configured to identify the intent of the user utterance, e.g., whether a user asks a question, whether a user asks a request, whether a user responses or whether a user simply expresses an emotion.

The natural language understanding portion **111***b* extracts an action corresponding to the intent of the user's utterance. The natural language understanding portion **111***b* may identify the intent of the user's utterance based on the information, e.g., domain, entity name, and speech act and extract an action corresponding to the utterance. The action may be defined by an object and an operator.

The natural language understanding portion **111***b* may acquire a parameter related to the action execution. The parameter related to the action execution may be an effective parameter that is directly required for the action execution, or an ineffective parameter that is used to extract the effective parameter.

For example, when a user's utterance is "let's go to Seoul station", the natural language understanding portion **111***b* may acquire "navigation" as a domain corresponding to the utterance, and "route guidance" as an action, wherein a speech act corresponds to "request".

The entity name "Seoul station" may correspond to [parameter: destination] related to the action execution, but a specific exit number of the station or GPS information may be required to practically guide a route via the navigation system. In this case, [parameter: destination: Seoul station] extracted by the natural language understanding portion **111***b* may be a candidate parameter for searching "Seoul station" that is actually desired by the user among a plurality of Seoul station POI.

The natural language understanding portion **111***b* may acquire a tool configured to express a relationship between words or between sentences, e.g., parse-tree.

The morphological analysis result, the domain information, the action information, the speech act information, the extracted parameter information, the entity name information and the parse-tree, which is the processing result of the natural language understanding portion **111***b* may be transmitted to the dialogue input manager **111***c*.

In addition, the morphological analysis result, the domain information, the action information, the speech act information, the extracted parameter information, the entity name information and the parse-tree, which are the processing result of the natural language understanding portion **111***b*, may be transmitted to the dialogue input manager **111***c* through a passenger determiner **111***d*.

The passenger determiner **111***d* estimates the change in the number of passengers in the vehicle, based on the output of the natural language understanding portion **111***b*. Particularly, the passenger determiner **111***d* may estimate the possibility of exiting the vehicle for each passenger and the possibility of re-boarding the vehicle after exiting for each passenger based on the dialogue among the occupants in the vehicle and also the passenger determiner **111***d* may estimate the number of the prospective passengers based on the call conversation in the vehicle.

The passenger determiner **111***d* may generate passenger number information based on the estimation result of the change in the number of passengers.

The passenger number information may include the possibility of exiting the vehicle at the stop-over point for each passenger, the possibility of re-boarding the vehicle after exiting at the stop-over point for each passenger, and the possibility of boarding of the prospective passenger at the stop-over point.

The context information processor **112** may include a context information collector **112***a* collecting information from the information except for speech input device **220** and the vehicle controller **240**, a context information collection manager **112***b* managing the collection of the context information, and a context understanding portion **112***c* understanding context based on the result of the natural language understanding and the collected context information.

The input processor **110** may include a memory in which a program for performing the above-described operation and the operation described later is stored, and a processor for executing the stored program. At least one memory and one processor may be provided, and when a plurality of memory and processors are provided, they may be integrated on one chip or physically separated.

The speech input processor **111** and the context information processor **112** contained in the input processor **110** may be implemented by the same processor and memory or a separate processor and memory.

Hereinafter, a method in which components of the input processor **110** process the input data using information stored in the storage **140** will be described in detail with reference to FIGS. **21**A and **22**B.

Referring to FIG. **22**A, the natural language understanding portion **111***b* may use the domain/action inference rule DB **141** for the domain extraction, entity recognition, the speech act analysis and the action extraction.

In the domain/action inference rule DB **141**, domain extraction rules, speech act analysis rules, entity name conversion rules, action extraction rules may be stored.

Other information such as the user input except for the speech, the vehicle state information, the driving environment information and the user information may be input to the context information collector **112***a* and then stored in a context information DB **142**, the long-term memory **143**, or the short-term memory **144**.

For example, raw data detected by the vehicle detector **260** may be classified into a sensor type and a sensor value and then stored in the context information DB **142**.

In the short-term memory **144** and long-term memory **143**, data that is meaningful to the user may be stored, wherein the data may include the current user state, the user's preference and orientation or data for determining the user's preference and orientation.

As described above, information that ensures the persistence and thus is usable in the long term, may be stored in the long-term memory **143**, wherein the information may include the user's phone book, schedule, preferences, educational history, personality, job, and information related to family. In addition, the long-term memory **143** may store driving-related information related to driving and passenger information on a passenger who boards on the vehicle while driving.

Information that does not ensure the persistence or has uncertainties and thus is usable in the short term may be stored in the short-term memory **144**, wherein the information may include the current and previous position, today schedule, the previous dialogue content, dialogue participants, circumstances, domains, and driver state. According to data type, there may be data stored in at least two storages among the context information DB **142**, the short-term memory **144** and the long-term memory **143** in duplicate.

In addition, among the information stored in the short-term memory **144**, data, which is determined to ensure the persistence, may be transmitted to the long-term memory **143**.

It may be possible to acquire information to be stored in the long-term memory **143** using information stored in the short-term memory **144** and the context information DB **142**. For example, the user's preference may be acquired by analyzing destination information that is stored for certain duration or the dialogue content, and the acquired user's preference may be stored in the long-term memory **143**.

By using information stored in the short-term memory **144** or the context information DB **142**, it may be performed to obtain information to be stored in the long-term memory **143** in the dialogue system **100**, or in an additional external system.

It may possible to perform the former case in the memory manager **135** of the result processor **130**. In this case, among the data stored in the short-term memory **144** or the context information DB **142**, data used to acquire meaningful information, e.g., the user's preference or orientation or persistent information may be stored in the long-term memory **143** in the log file type.

The memory manager **135** may acquire persistent data by analyzing data that is stored for more than certain duration, and re-sore the data in the long-term memory **143**. In the long-term memory **143**, a location in which the persistent data is stored may be different from a location in which the data stored in the log file type is stored.

The memory manager **135** may determine persistent data among data stored in the short-term memory **144** and move and store the determined data to and in the long-term memory **143**.

When obtaining information to be stored in the long-term memory **143** using information stored in the short-term memory **144** or the context information DB **142** is performed in the an additional external system, a data management system **800** provided with a communicator **810**, a storage **820** and a controller **830** may be used, as illustrated in FIG. **22**B.

The communicator **810** may receive data stored in the context information DB **142** or the short-term memory **144**. All data stored may be transmitted to the communicator **810** or the data used to acquire meaningful information, e.g., the user's preference or orientation or persistent information may be selected and then transmitted. The received data may be stored in the storage **820**.

The controller **830** may acquire the persistent data by analyzing the stored data and then transmit the acquired data to the dialogue system **100** via the communicator **810**. The transmitted data may be stored in the long-term memory **143** of the dialogue system **100**.

In addition, the dialogue input manager **111***c* may acquire context information related to the action execution by transmitting the result of the output of the natural language understanding portion **111***b* to the context understanding portion **112***c*.

The context understanding portion **112***c* may determine which context information is related to the action execution corresponding to the intent of the user's utterance, by referring to context information that is stored according to the action in a context understating table **145**.

FIGS. **23**A and **23**B are views illustrating an example of information stored in a context understanding table.

Referring to an example of FIG. **23**A, context information and the type of the context information related to the action execution may be stored in the context understating table **145** according to each action.

For example, when the action is route guidance, the current position may be needed as the context information and the type of the context information may be GPS information. When the action is vehicle state check, distance traveled may be needed as the context information and the type of the context information may be integer. When the action is gasoline station recommendation, an amount of remaining fuel and distance to empty (DTE) may be needed as the context information and the type of the context information may be integer.

When context information related to the action execution corresponding to the intent of the user's utterance is prestored in the context information DB **142**, the long-term memory **143** or the short-term memory **144**, the context understanding portion **112***c* may bring the corresponding information from the context information DB **142**, the long-term memory **143** or the short-term memory **144** and transmit the corresponding information to the dialogue input manager **111***c*.

When context information related to the action execution corresponding to the intent of the user's utterance is not stored in the context information DB **142**, the long-term memory **143** or the short-term memory **144**, the context understanding portion **112***c* may request needed information to the context information collection manager **112***b*. The context information collection manager **112***b* may allow the context information collector **112***a* to collect the needed information.

The context information collector **112***a* may periodically collect data, or collect data only when a certain event occurs. In addition the context information collector **112***a* may periodically collect data and then additionally collect data when a certain event occurs. Further, when receiving a data collection request from the context information collection manager **112***b*, the context information collector **112***a* may collect data.

The context information collector **112***a* may collect the needed information and then store the information in the context information DB **142** or the short-term memory **144**. The context information collector **112***a* may transmit a confirmation signal to the context information collection manager **112***b*.

The context information collection manager **112***b* may transmit the confirmation signal to the context understanding portion **112***c* and the context understanding portion **112***c* may bring the needed information from the long-term memory **143** or the short-term memory **144** and then transmit the information to the dialogue input manager **111***c*.

Particularly, when the action corresponding to the intent of the user's utterance is the route guidance, the context understanding portion **112***c* may search the context understating table **145** and recognize that context information related to the route guidance is the current position.

When the current position is pre-stored in the short-term memory **144**, the context understanding portion **112***c* may bring the current position and transmit the current position to the dialogue input manager **111***c*.

When the current position is not stored in the short-term memory **144**, the context understanding portion **112***c* may request the current position to the context information collection manager **112***b* and the context information collection manager **112***b* may allow the context information collector **112***a* to acquire the current position from the vehicle controller **240**.

The context information collector **112***a* may acquire the current position and then store the current position in the short-term memory **144**. The context information collector **112***a* may transmit a confirmation signal to the context information collection manager **112***b*. The context information collection manager **112***b* may transmit the confirmation signal to the context understanding portion **112***c* and the context understanding portion **112***c* may bring the current position information from the short-term memory **144** and then transmit the information to the dialogue input manager **111***c*.

The dialogue input manager **111***c* may transmit the output of the natural language understanding portion **111***b* and the output of the context understanding portion **112***c* to the dialogue manager **120** and the dialogue input manager **111***c* may manage to prevent the duplicate input from entering to the dialogue manager **120**. In this time, the output of the natural language understanding portion **111***b* and the output of the context understanding portion **112***c* may be combined as one output and then transmitted to the dialogue manager **120** or independently transmitted to the dialogue manager **120**.

When the context information collection manager **112***b* determines that a certain event occurs since data collected by the context information collector **112***a* satisfies a predetermined condition, the context information collection manager **112***b* may transmit an action trigger signal to the context understanding portion **112***c*. The context understanding portion **112***c* may search the context understating table **145** for searching for context information related to the corresponding event, and when the searched context information is not stored in the context understating table **145**, the context understanding portion **112***c* may transmit a context information request signal to the context information collection manager **112***b*, again.

For example, when the context information collection manager **112***b* determines that a passenger boards on the vehicle since vehicle operation information on the information except for speech input device **220** collected by the context information collector **112***a* satisfies a predetermined condition, the context information collection manager **112***b* may transmit an action trigger signal to the context understanding portion **112***c*. The context understanding portion **112***c* may search the context understating table **145** for searching for context information related to the corresponding event, and when the searched context information is not stored in the context understating table **145**, the context understanding portion **112***c* may transmit a context information request signal to the context information collection manager **112***b*, again. As illustrated in FIG. **23**B, context information and the type of the context information related to the event may be stored in the context understating table **145** according to each event.

For example, when the generated event is engine temperature warning, an engine temperature in the form of integer may be stored as the context information related to the event. When the generated event is driver drowsy driving detection, driver drowsy driving status in the form of integer may be stored as the context information related to the event. When the generated event is tire air pressure shortage, tire air pressure in the form of integer may be stored as the context information related to the event. When the generated event is fuel warning, distance to empty (DTE) in the form of integer may be stored as the context information related to the event. When the generated event is sensor error, sensor name in the form of text may be stored as the context information related to the event.

In addition, as illustrated in FIG. **230**, context information and the type of the context information related to the event may be stored in the context understating table **145** according to each event. When the generated event is window adjustment button operation, window adjustment information in the form of text may be stored as the context information. When the generated event is seat adjustment button operation, seat adjustment information in the form of text may be stored as the context information. When the generated event is air conditioner adjustment button operation, air conditioner adjustment information in the form of text may be stored as the context information. In addition, an event related to the boarding of the passenger may occur and in this time, passenger boarding information in the form of text may be stores as the context information.

The context information collection manager **112***b* may collect the needed context information via the context information collector **112***a* and transmit a confirmation signal to the context understanding portion **112***c*. The context understanding portion **112***c* may bring the needed context information from the context information DB **142**, the long-term memory **143** or the short-term memory **144** and then transmit the context information together with the action information to the dialogue input manager **111***c*.

The dialogue input manager **111***c* may input the output of the context understanding portion **112***c* to the dialogue manager **120**.

Hereinafter a case in which the dialogue system **100** outputs a pre-utterance by itself before a user's utterance is input will be described.

FIG. **24** is a control block diagram illustrating a dialogue system applicable to a case in which the dialogue system first outputs an utterance before receiving a user's input and FIGS. **25**A, **25**B and **250** are views illustrating an example of information stored in a pre-utterance condition table.

Referring to FIG. **24**, the input processor **110** of the dialogue system **100** may further include a pre-utterance determiner **151** determining whether it is a pre-utterance context, and a duplicate task processor **152**. The storage **140** may further include a pre-utterance condition table **145***a* storing pre-utterance conditions, and a task processing DB **145***b*.

Data stored in the context information DB **142**, the long-term memory **143**, and the short-term memory **144** may be transmitted to the pre-utterance determiner **151**. The pre-utterance determiner **151** may analyze the transmitted data and determine whether the transmitted data satisfies the pre-utterance condition stored in the pre-utterance condition table **145***a*.

In addition, the speech input processor **111** of the input processor **110** and the context information processor **112** may generate context information indicating whether the passenger boards, and transmit the generated context information to the pre-utterance determiner **151**.

The passenger determiner **111***d* of the input processor **110** may generate passenger number information based on the estimation result of the change in the number of passengers, and transmit the generated passenger number information to the pre-utterance determiner **151**.

In addition, when it is determined that the vehicle has departed from the stop-over point, the passenger determiner **111***d* may compare the estimation result of the change in the number of passengers which is acquired before arriving at the stop-over point, and the result of the change in the number of passengers after departing from the stop-over point, based on the passenger number information, and transmit the comparison result to the pre-utterance determiner **151**.

The pre-utterance determiner **151** may analyze the passenger number information and comparison result and determine whether the transmitted data satisfies the pre-utterance condition stored in the pre-utterance condition table **145***a*. Referring to an example of FIG. **25**A, in the pre-utterance condition table **145***a*, a pre-utterance condition related to context information and a pre-utterance message, which is output when a corresponding pre-utterance condition is satisfied, may be stored for each context information.

When the context information transmitted from the context information DB **142** satisfies the pre-utterance condition, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal to the context understanding portion **112***c* with a pre-utterance message corresponding to the corresponding pre-utterance context. Further, the pre-utterance determiner **151** may transmit information related to the corresponding pre-utterance context. The information related to the corresponding pre-utterance context may include a pre-utterance condition corresponding to the corresponding pre-utterance context or an action corresponding to the pre-utterance context, described later.

For example, when context information is related to a tire air pressure and the tire air pressure is equal to or less than a predetermined reference value, the pre-utterance condition may be satisfied. When the pre-utterance condition of the tire air pressure is satisfied, the pre-utterance determiner **151** may determine that a pre-utterance context is caused by the tire air pressure shortage, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal with a pre-utterance message, to the context understanding portion **112***c*. For example, in the pre-utterance context caused by the tire air pressure shortage, a pre-utterance message indicating that the tire air pressure is low such as "tire pressure is too low", may be transmitted to the context understanding portion **112***c*.

In addition, when context information is related to an engine temperature and the engine temperature is equal to or higher than a predetermined reference value, the pre-utterance condition may be satisfied. When the pre-utterance condition of the engine temperature is satisfied, the pre-utterance determiner **151** may determine that a pre-utterance context is caused by the abnormality in the engine temperature, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal with a pre-utterance message, to the context understanding portion **112***c*. For example, in the pre-utterance context caused by the abnormality in the engine temperature, a pre-utterance message indicating that the engine is overheated such as "engine temperature is too high", may be transmitted to the context understanding portion **112***c*.

In addition, when context information is related to a remaining amount of gasoline and the remaining amount of gasoline is equal to or less than a predetermined reference value, the pre-utterance condition may be satisfied. When the user sets a destination using the navigation service of the vehicle, the predetermined reference value may be set based on a distance from the current position to the destination. When the destination is not set, a default value may be applied as the reference value. For example, when a value smaller than a reference value for indicating a fuel shortage warning lamp, may be set as the reference value for the pre-utterance condition related to the remaining amount of gasoline shortage. When the pre-utterance condition of the remaining amount of gasoline is satisfied, the pre-utterance determiner **151** may determine that a pre-utterance context is caused by the shortage of the remaining amount of gasoline, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal with a pre-utterance message, to the context understanding portion **112***c*. For example, in the pre-utterance context caused by the shortage of the remaining amount of gasoline, a pre-utterance message indicating that the remaining amount of gasoline is insufficient such as "the remaining amount of gasoline is not enough to the destination", may be transmitted to the context understanding portion **112***c*.

However, the pre-utterance condition and the pre-utterance message shown in FIG. **25**A are merely examples that can be applied to the dialogue system **100**. In the above-described example, a case in which the pre-utterance message corresponding to the pre-utterance context is a content informing the current situation has been described. However, it may be also possible that the dialogue system **100** first suggests execution of a specific function or service required for the pre-utterance context.

Referring to FIG. **25**B, when the pre-utterance context is caused by the tire air pressure shortage or the abnormality in the engine temperature, it may be possible to store a pre-utterance message corresponding to a content, which proactively suggests a repair shop reservation service, such as "do you want to book the repair shop?".

In addition, when the pre-utterance context is caused by the shortage of remaining gasoline, it may be possible to store a pre-utterance message corresponding to a content, which proactively suggests a gasoline station guidance service, such as "do you want to guide the gasoline station?".

In addition, when the pre-utterance context is caused by the internal temperature of the vehicle and when the internal temperature of the vehicle is out of a predetermined reference range, a pre-utterance condition may be satisfied. When the pre-utterance condition of the internal temperature of the vehicle is satisfied, the context understanding portion **112***c* may determine that a pre-utterance context is caused by the abnormality in the internal temperature of the vehicle, and generate a pre-utterance trigger signal.

In the pre-utterance context caused by the abnormality in the internal temperature of the vehicle, it may be possible to store a pre-utterance message corresponding to a content,

which proactively suggests an internal temperature control function, such as "do you want to operate the air conditioner?".

In addition, when the context information is related to the microphone input and when a microphone input value is equal to or less than a predetermined reference value, a pre-utterance condition may be satisfied. When the pre-utterance condition of the microphone input is satisfied, the context understanding portion **112***c* may determine that it is a pre-utterance context for changing the mood, and generate a pre-utterance trigger signal. Accordingly, it may be possible to store a pre-utterance message corresponding to a content, which proactively suggests a multi-media playing service, such as "do you want to play the music?".

In addition, when the context information is related to the open and close of the window and whether it is raining, and when the window is open and it is raining, the pre-utterance condition may be satisfied. When the window is open and it is raining, the context understanding portion **112***c* may determine that a pre-utterance context is caused by the open of the window, and generate a pre-utterance trigger signal.

In the pre-utterance context caused by the open of the window, it may be possible to store a pre-utterance message corresponding to a content, which proactively suggests a window close function, such as "do you want to close the window?".

In the above-mentioned example of FIGS. **25**A and **25**B, a case in which the pre-utterance message corresponding to the pre-utterance context is pre-stored in the pre-utterance condition table **145***a* has been described. However, the example of the dialogue system **100** is not limited thereto, and thus an action corresponding to the pre-utterance context may be pre-stored.

As mentioned above, when the user's utterance is input, the natural language understanding portion **111***b* may acquire an action corresponding to the user's utterance with reference to the domain/action inference rule DB **141**. When the dialogue system **100** outputs the pre-utterance, an action corresponding to the pre-utterance context may be pre-stored upon each pre-utterance context, as illustrated in FIG. **25**C.

For example, when the pre-utterance context is caused by the abnormality in the tire air pressure and the engine temperature, "repair shop guidance" may be stored as the corresponding action, and when the pre-utterance context is caused by the lack of remaining amount of gasoline, "gasoline station guidance" may be stored as the corresponding action.

In addition, when the pre-utterance context is caused by the abnormality in the internal temperature of the vehicle, "the air conditioner operation" may be stored as the corresponding action, and when the pre-utterance context is for the change of mood, "multi-media play" may be stored as the corresponding action. When the pre-utterance context is caused by the open of the window, "the open and close of the window" may be stored as the corresponding action.

As mentioned above, when the action corresponding to the pre-utterance context is pre-stored, the pre-utterance trigger signal with the action corresponding to the pre-utterance context may be transmitted to the context understanding portion **112***c*, and the dialogue input manager **111***c* may input the pre-utterance trigger signal with the action corresponding to the pre-utterance context, to the dialogue manager **120**. In this case, an operation, which is the same as a case in which the user utterance is input, may be performed in the dialogue manager **120**.

For another example, in the pre-utterance condition table **145***a*, the pre-utterance context may be stored in such a manner that the pre-utterance context is matched with a virtual user utterance corresponding to each of the pre-utterance context, and the pre-utterance determiner **151** may generate a virtual user utterance corresponding to the pre-utterance context. The pre-utterance determiner **151** may transmit the user utterance which is stored in the pre-utterance condition table **145***a* or generated by the pre-utterance determiner **151**, to the natural language understanding portion **111***b* in the text type. For example, when the pre-utterance context is caused by the abnormality in the tire air pressure, a virtual user utterance, such as "check the tire pressure" or "guide to the repair shop" may be stored or generated. In addition, when the pre-utterance context is caused by the abnormality in the internal temperature of the vehicle, a virtual user utterance, such as "turn on the air conditioner" may be stored or generated.

In addition, according to the mobile gateway method in which the mobile device **400** acts as a gateway between the vehicle and the dialogue system **100**, the dialogue system client **470** of the mobile device **400** may perform some of operations of the pre-utterance determiner **151**. In this case, the dialogue system client **470** may generate a virtual user utterance corresponding to the pre-utterance context and transmit the virtual user utterance to the natural language understanding portion **111***b*.

The natural language understanding portion **111***b* may acquire a domain and an action corresponding to the transmitted virtual user utterance, and transmit the domain and action to the dialogue input manager **111***c*. The action extracted by the natural language understanding portion **111***b* may become an action corresponding to the pre-utterance context. A process, which is performed after the action corresponding to the pre-utterance context is transmitted to the dialogue manager **120**, may be performed in the same manner as the case in which the user firstly utters.

The above-mentioned context information, pre-utterance condition, pre-utterance message, and action are merely examples applied to embodiments of the dialogue system **100**, but embodiments of the dialogue system **100** are not limited thereto. In addition, a variety of context information, pre-utterance conditions, pre-utterance messages, and actions may be stored.

When the pre-utterance determiner **151** transmits information related to the pre-utterance trigger signal and the pre-utterance context, to the context understanding portion **112***c*, the context understanding portion **112***c* may transmit the information related to the pre-utterance context, to the duplicate task processor **152**.

The duplicate task processor **152** may determine whether a task, which is related to the pre-utterance context that currently occurs, is already processed, or whether the task is a duplicate task.

In the task processing DB **145***b*, information related to the task which is already processed or currently processed may be stored. For example, dialogue history (including dialogue content and each dialogue time), a vehicle state and whether a task is completed in the dialogue time, etc. may be stored. In addition, a result of processing and a task process, such as a route guidance using the navigation function regardless of the dialogue, may be stored.

Particularly, when the pre-utterance context is caused by the lack of remaining amount of gasoline, the duplicate task processor **152** may determine whether a gasoline station guidance task is currently processed or not, based on the information stored in the task processing DB **145***b*. When a

dialogue for the gasoline station guidance is currently performed or a gasoline station guidance action is currently performed, the duplicate task processor **152** may determine that a task related to the current pre-utterance context, is a duplicate task, and terminate the pre-utterance context.

Further, when an utterance for the gasoline station guidance is previously output and when a dialogue history in which a user rejects the gasoline station guidance, is present, the duplicate task processor **152** may determine that a task related to the current pre-utterance context, is a duplicate task, and terminate the pre-utterance context.

Further, when the gasoline station guidance task using the navigation function is currently processed regardless of the dialogue history for the gasoline station guidance, the duplicate task processor **152** may determine that a task related to the current pre-utterance context, is a duplicate task, and terminate the pre-utterance context. The duplicate task processor **152** may recognize that the gasoline station guidance task using the navigation function is currently processed, based on the information stored in the task processing DB **145***b*.

Further, when a reference period of time is not elapsed from when a dialogue, which is related to the guidance of the remaining amount of gasoline, is performed, it may be assumed that the user drives to the gasoline station by himself or herself although the gasoline station guidance is currently not performed. Therefore, the duplicate task processor **152** may determine that a task related to the current pre-utterance context, is a duplicate task, and terminate the pre-utterance context.

Further, in a state in which a pre-utterance context is for indicating a schedule based on information, such as user's birthday or family members birthday, stored in the long-term memory **143**, when a dialogue history, in which the same schedule is previously guided, is present and a reference period of time is not elapsed from when the corresponding dialogue is performed, the duplicate task processor **152** may determine that a task related to the current pre-utterance context, is a duplicate task and terminate the pre-utterance context.

That is, the duplicate task processor **152** may determine whether the pre-utterance is previously output, and the user intent about the pre-utterance context, based on the dialogue history stored in the task processing DB **145***b*. The duplicate task processor **152** may determine whether it is the duplicate task, based on the stored dialogue time, the user's intent, the vehicle state or the completion of the task.

In the duplicate task processor **152**, a policy configured to determine whether it is the duplicate task, that is, whether to terminate the pre-utterance context, based on the information stored in the task processing DB **145***b*, may be stored. The duplicate task processor **152** may determine whether the task related to the current pre-utterance context, is a duplicate task, according to the stored policy, and when it is determined that it is the duplicate task, the duplicate task processor **152** may terminate the pre-utterance context.

In the above-mentioned example, a case in which the dialogue system **100** includes the pre-utterance determiner **151**, the duplicate task processor **152**, the pre-utterance condition table **145***a* and the task processing DB **145***b* has been described.

However, the example of the dialogue system **100** is not limited thereto, and thus it may be possible for the components shown in FIGS. **22**A and **22**B to perform the operation of the above-mentioned components.

For example, the context understanding portion **112***c* may perform the operation of the pre-utterance determiner **151** corresponding to determining whether to satisfy the pre-utterance condition, and the operation of the duplicate task processor **152** corresponding to processing the duplicate task.

The information stored in the pre-utterance condition table **145***a* may be stored in the context understating table **145** and the information stored in the task processing DB **145***b* may be stored in a dialogue and action state DB **147** described later.

Referring to an example of FIG. **25**D, in the pre-utterance condition table **145***a*, a pre-utterance condition related to context information and a pre-utterance message, which is output when a corresponding pre-utterance condition is satisfied, may be stored for each piece of context information.

That is, the dialogue system **100** may acquire a pre-utterance message stored in the pre-utterance condition table based on the context information and the pre-utterance condition.

When boarding of the passenger is determined in a state in which the context information is related to whether a passenger boards, the pre-utterance condition may be satisfied. When the pre-utterance condition is satisfied since the boarding of the passenger is determined, the pre-utterance determiner **151** may determine that it is a pre-utterance context caused by the boarding of the passenger, and may generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal to the dialogue input manager **111***c* with the stored pre-utterance message. For example, in the pre-utterance context related to the boarding of the passenger, a pre-utterance message requesting identification information of the passenger, such as "who are you? Tell me your name" may be transmitted to the dialogue input manager **111***c*.

In addition, as for the context information related to whether a passenger boards, when it is determined that a passenger does not board, the pre-utterance condition may be satisfied. When the pre-utterance condition is satisfied since the non-boarding of the passenger is determined, the pre-utterance determiner **151** may determine that it is a pre-utterance context caused by the non-boarding of the passenger, and may generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal to the dialogue input manager **111***c* with the stored pre-utterance message. For example, in the pre-utterance context related to the non-boarding of the passenger, a pre-utterance message verifying whether a passenger is present, such as "Is there any other passenger to board?" may be transmitted to the dialogue input manager **111***c*.

In addition, when the dialogue system **100** estimates the possibility of boarding of the prospective passenger in a state in which the context information is related to whether a prospective passenger will board, the pre-utterance condition may be satisfied. When the pre-utterance condition is satisfied since the possibility of boarding of the prospective passenger is estimated, the pre-utterance determiner **151** may determine that it is a pre-utterance context caused by the boarding of the prospective passenger, and may generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal to the dialogue input manager **111***c* with the stored pre-utterance message. For example, in the pre-utterance context in which the prospective passenger will board, a pre-utterance message verifying whether a

passenger is present, such as "who boards on the way? Tell me his/her name" may be transmitted to the dialogue input manager **111***c*.

In addition, when the change in the number of passengers is estimated in a state in which the context information is related to before arriving at a stop-over point, the pre-utterance condition may be satisfied. When the pre-utterance condition is satisfied since the change in the number of passengers is estimated, the pre-utterance determiner **151** may determine that it is a pre-utterance context due to before arriving at a stop-over point, and may generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal to the dialogue input manager **111***c* with the stored pre-utterance message. For example, in the pre-utterance context related to before arriving at a stop-over point, a pre-utterance related to the estimation result of the change in the number of passengers, such as "A will exit at the stop-over point.", "B will re-board after exiting the vehicle at the stop-over point.", "C will not exit at the stop-over point.", and "D will board at the stop-over point" may be transmitted to the dialogue input manager **111***c*.

In addition, when the change in the number of passengers is estimated in a state in which the context information is related to after departing from a stop-over point, the pre-utterance condition may be satisfied. When the pre-utterance condition is satisfied since the change in the number of passengers is estimated, the pre-utterance determiner **151** may determine that it is a pre-utterance context due to after departing from a stop-over point, and may generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal to the dialogue input manager **111***c* with the stored pre-utterance message. For example, in the pre-utterance context related to after departing from a stop-over point, a pre-utterance verifying whether the estimation result of the change in the number of passengers is correct, such as "Does A exit?", "Does B re-board?", "Does C remain?" and "Does D board?" may be transmitted to the dialogue input manager **111***c* to verify the result of the change in the number of passengers after departing from a stop-over point.

In addition, when the estimation result of the change in the number of passengers is compared with the result of the change in the number of passengers after departing from the stop-over point in a state in which the context information is related to after departing from the stop-over point, the pre-utterance condition may be satisfied. When the pre-utterance condition is satisfied since the estimation result of the change in the number of passengers is compared with the result of the change in the number of passengers after departing from the stop-over point, the pre-utterance determiner **151** may determine that it is a pre-utterance context due to after departing from a stop-over point, and may generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal to the dialogue input manager **111***c* with the stored pre-utterance message. For example, in the pre-utterance context related to after departing from a stop-over point, a pre-utterance indicating that the estimation result of the change in the number of passengers is different from the result of the change in the number of passengers after departing from the stop-over point, such as "the number of current passengers is different from the estimation result of the change in the number of passengers" may be transmitted to the dialogue input manager **111***c*, or a pre-utterance indicating that the estimation result of the change in the number of passengers is the same as the result of the change in the number of passengers after departing from the stop-over point, such as "the number of current passengers is the same as the estimation result of the change in the number of passengers" may be transmitted to the dialogue input manager **111***c*.

In addition, when the characteristics of the passenger who determined to board is the same as the stored passenger information, in a state in which the context information is related to whether a passenger boards, the pre-utterance condition may be satisfied. When the pre-utterance condition is satisfied since the change in the number of passengers is estimated, the pre-utterance determiner **151** may determine that it is a pre-utterance context due to the boarding of the passenger, and may generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may transmit the pre-utterance trigger signal to the dialogue input manager **111***c* with the stored pre-utterance message. For example, in the pre-utterance context due to the boarding of the passenger, a pre-utterance message verifying whether the current passenger is in the previous driving, such as "Are you 00" may be transmitted to the dialogue input manager **111***c*.

As mentioned above, the dialogue system **100** may determine whether a passenger boards in the vehicle and output a pre-utterance identifying the passenger by using the pre-utterance condition table **145***a*.

Particularly, the dialogue system **100** may determine boarding of a passenger based on at least one of the dialogue among occupants in the vehicle and the vehicle operation information. For example, the dialogue system **100** may determine boarding of the passenger based on the dialogue among occupants in the vehicle that is input through the speech input processor **111**. The occupants in the vehicle may include a driver and at least one passenger, and the vehicle operation information may include operation information of the information except for speech input device **220**.

The determination of the boarding of the passenger performed by the dialogue system **100** may be performed for a certain period of time from when the vehicle **200** starts to drive or for a certain period of time from when the vehicle **200** stops driving.

The speech input processor **111** may distinguish each passenger's speech based on the dialogue among the occupants in the vehicle that is input through the speech input device **210** provided in the vehicle **200** and the speech input device **410** provided in the mobile device **400**. Particularly, the speech input processor **111** may distinguish each passenger's speech by comparing each passenger's speech based on non-verbal phonetic characteristics and verbal characteristics of the passenger speech input through the speech input device **210**. The non-verbal phonetic characteristics may include the height, intensity, breathing, and speed of the passenger speech. The verbal phonetic characteristics may include a dialect, slang and an accent of the passenger speech.

Therefore, the speech input processor **111** may determine whether each passenger boards by distinguishing each passenger's speech, which is input through the speech input device **210** and the speech input device **410** provided in the mobile device **400**, based on one or more speech characteristics.

The speech characteristics may include at least one of non-verbal characteristics and verbal characteristics.

The dialogue among the occupants in the vehicle, which is input through the speech input processor **111** to determine

whether a passenger boards, may represent not an utterance for transmitting an intent to the vehicle **200**, but a dialogue among occupants including a driver in the vehicle.

The context information processor **112** of the dialogue system **100** may determine boarding of a passenger based on the vehicle operation information. That is, the dialogue system **100** may determine boarding of a passenger based on the vehicle operation information so as to determine whether there is a passenger whose boarding is not determined through the speech input processor **111** since the passenger does not participate in the dialogue.

Particularly, the context information processor **112** may detect an operation of the information except for speech input device **220** by the passenger. The information except for speech input device **220** may include the window adjustment button, the seat adjustment button, and the air conditioner adjustment button, which are respectively provided on the side of the passenger seat **245***b* and the rear seat **254***c* and **254***d* to determine the boarding of the passengers and seat location of passengers. When detecting the operation of the information except for speech input device **220**, the context information processor **112** may acquire the vehicle operation information based on the operation of the information except for speech input device **220**.

The vehicle operation information may include at least one of window adjustment button operation information, seat adjustment button operation information, or air conditioner adjustment button operation information related to the passenger seat **245***b* and the rear seat **254***c* and **254***d*.

The context information processor **112** may determine boarding of a passenger based on the vehicle operation information.

That is, the input processor **110** may collect passenger boarding information indicating a context in which a passenger boards or a context in which a passenger does not board, through at least one of the speech input processor **111** and the context information processor **112**.

When the dialogue system **100** determines the boarding of the passenger for a certain period of time from when the vehicle **200** starts to drive or for a certain period of time from when the vehicle **200** stops driving, the dialogue system **100** may output a pre-utterance for requesting the identification information. Particularly, when the boarding of the passenger is determined, the dialogue system **100** may output the pre-utterance for requesting the identification information.

For example, when the boarding of the passenger is determined, the dialogue system **100** may output the pre-utterance requesting identification information of the passenger, such as "who are you? Tell me your name".

The pre-utterance determiner **151** of the input processor **110** may determine whether to output a pre-utterance based on the pre-utterance condition, which is related to whether the boarding of the passenger is determined based on the context information related to the whether a passenger boards. In addition, when the context information related to the whether a passenger boards satisfies the pre-utterance condition corresponding to the determination of the boarding of the passenger, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the pre-utterance context related to that a passenger boards, such as "who are you? Tell me your name". When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may identify a passenger by receiving a passenger's utterance. Particularly, the dialogue system **100** may identify the passenger by receiving the passenger's utterance about the pre-utterance message.

For example, the passenger may utter "I am 00" in response to the pre-utterance message requesting the identification information of the passenger. That is, the passenger may utter a message including his/her name in response to the pre-utterance message.

When the passenger's utterance is input, the speech input processor **111** recognizes the input passenger's utterance. The passenger's utterance may be input through the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form. The natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

A natural language understanding process may include performing morphological analysis on the utterance in the form of text, and recognizing a name based on the result of the morphological analysis.

In addition, the natural language understanding portion **111***b* may use a driver's phone book stored in the long-term memory **143** to increase the recognition rate of the name. Particularly, the natural language understanding portion **111***b* may increase the recognition rate of the name by comparing a name contained in the passenger's utterance with a name contained in the phone book.

The passenger determiner **111***d* may verify the name of the passenger based on the output of the natural language understanding portion **111***b*, so as to identify an identity of the passenger.

Accordingly, based on the passenger's utterance, the dialogue system **100** may identify the identity of the passenger uttering the message.

In addition, the dialogue system **100** may determine a seat location of the passenger in the vehicle by estimating the location of the utterance based on the direction and the size of the passenger's utterance. The dialogue system **100** may determine a seat location of the passenger in the vehicle based on the vehicle operation information related to the window adjustment button, the seat adjustment button, and the air conditioner adjustment button provided on the passenger seat **245***b* and the rear seat **254***c* and **254***d*. Accordingly, the dialogue system **100** may generate seating location information for each passenger by mapping the passenger with the seat location in the vehicle.

When the seat location of the passenger is changed while driving, the dialogue system **100** may estimate the change in the seat location of the passenger based on the passenger's utterance and the vehicle operation information, and determine a changed seat location of the passenger. In this case, the dialogue system **100** may generate seating location information by applying the changed seat location of the passenger.

The passenger information on the identified passenger may be stored in the storage **140** in real time, wherein the passenger information may include personal identification information, one or more speech characteristics of the passenger's speech, and seating location information.

When the boarding of the passenger is not determined, the dialogue system **100** may output the pre-utterance verifying whether the passenger is present. Particularly, when the dialogue system **100** does not determine boarding of a passenger for a certain period of time since the vehicle **200** starts to drive or for a certain period of time since the vehicle **200** stops driving, the dialogue system **100** may output the pre-utterance verifying whether the passenger is present.

For example, when the dialogue system **100** does not determine boarding of a passenger for a certain period of time since the vehicle **200** starts to drive or for a certain period of time since the vehicle **200** stops driving, the dialogue system **100** may output the pre-utterance verifying whether a passenger is present, such as "Is there any other passenger to board?".

The pre-utterance determiner **151** may determine whether to output a pre-utterance based on the pre-utterance condition related to the non-boarding of the passenger based on the context information related to the whether a passenger boards. In addition, when the context information related to the whether a passenger boards satisfies the pre-utterance condition related to that the passenger does not board, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the pre-utterance context in which the passenger does not board, such as "Is there any other passenger to board?". When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may verify whether a passenger is present by receiving a driver's utterance. Particularly, the dialogue system **100** may verify whether a passenger is present by receiving the driver's utterance about the pre-utterance message.

For example, the driver may utter "no" or "yes" in response to the pre-utterance message verify whether a passenger is present. That is, the driver may utter a message including a response indicating the presence of the passenger in response to the pre-utterance message.

When the driver's utterance is input, the speech input processor **111** recognizes the input driver's utterance. The driver's utterance may be input through the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form. The natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

The natural language understanding portion **111***b* may recognize an entity name from the utterance. The entity name may be a proper noun, e.g., people names, place names, organization names, time, date, and currency and the entity name recognition may be configured to identify an entity name in a sentence and determine the type of the identified entity name. The natural language understanding portion **111***b* may acquire important keywords from the sentence using the entity name recognition and recognize the meaning of the sentence.

Particularly, the natural language understanding process may include performing morphological analysis on the utterance in the form of text, and recognizing an entity name based on the result of the morphological analysis.

The output of the natural language understanding portion **111***b* that is the result of the natural language understanding may include an entity name and a result of morphological analysis corresponding to the passenger's utterance.

The passenger determiner **111***d* may identify the presence of the passenger based on the output of the natural language understanding portion **111***b*.

Accordingly, the speech input processor **111** may verify the presence of the passenger based on the driver's utterance.

The dialogue system **100** may estimate and guide the possibility of exiting the vehicle at the stop-over point for each passenger and the possibility of re-boarding the vehicle after exiting at the stop-over point for each passenger, by identifying the passenger.

In addition, the dialogue system **100** may perform the identification of the passenger based on the dialogue among occupants in the vehicle and the vehicle operation information for a certain period time since the vehicle **200** starts to drive or for a certain period time since the vehicle **200** stops driving. Therefore, the dialogue system **100** may continuously identify a new passenger.

In addition, when the dialogue system **100** misidentifies the passenger who already has boarded, as a new passenger and outputs a pre-utterance, the passenger may inform that he/she is an existing passenger by uttering the message including his/her name.

The dialogue system **100** may estimate the change in the number of passengers and output a pre-utterance about the estimation result of the change in the number of passengers by using the pre-utterance condition table **145***a*.

Particularly, the dialogue system **100** may identify the passenger, as mentioned above. The dialogue system **100** may determine the boarding of the passenger based on at least one of the dialogue among occupants in the vehicle and the vehicle operation information, and identify the passenger by using the pre-utterance.

The dialogue system **100** may generate the passenger number information based on the dialogue among occupants in the vehicle. Particularly, the dialogue system **100** may determine the possibility of exiting the vehicle at a certain stop-over point for each passenger and the possibility of re-boarding the vehicle after exiting at a certain stop-over point for each passenger by continuously receiving the dialogue among occupants in the vehicle.

For example, the speech input processor **111** of the dialogue system **100** may continuously receive the dialogue among occupants in the vehicle through the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form. The natural language understanding portion **111***b* may apply the

natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

The natural language understanding portion **111***b* may recognize an entity name from the utterance. The entity name may be a proper noun, e.g., people names, place names, organization names, time, date, and currency and the entity name recognition may be configured to identify an entity name in a sentence and determine the type of the identified entity name. The natural language understanding portion **111***b* may acquire important keywords from the sentence using the entity name recognition and recognize the meaning of the sentence.

Particularly, the natural language understanding process may include performing morphological analysis on the utterance in the form of text, and recognizing an entity name based on the result of the morphological analysis.

The output of the natural language understanding portion **111***b* that is the result of the natural language understanding may include an entity name and a result of morphological analysis corresponding to the passenger's utterance.

The passenger determiner **111***d* may estimate the change in the number of passengers based on the output of the natural language understanding portion **111***b*. Particularly, the passenger determiner **111***d* may estimate the change in the number of passengers at the certain stop-over point by analyzing the passenger's utterance.

For example, when a certain passenger utters a message indicating that he/she will exit at the certain stop-over point, such as "I am going to exit at Seoul station, soon", the speech recognizer **111***a* may output the certain passenger's utterance in the form of text and the natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

Particularly, the natural language understanding portion **111***b* may output the morphological analysis result, such as "I", "soon", "Seoul station" corresponding to an entity name, and "exit".

The passenger determiner **111***d* may estimate that the certain passenger will exit at the certain stop-over point, based on the entity name and the morphological analysis result of the natural language understanding portion **111***b*.

Particularly, when a certain passenger utters a message indicating that he/she will exit at the certain stop-over point, such as "I am going to exit at Seoul station, soon", the passenger determiner **111***d* may estimate that the certain passenger will exit at Seoul station in the near future. That is, the passenger determiner **111***d* may estimate the possibility that the certain passenger exits at the certain stop-over point, and the point of time thereof.

In addition, when a certain passenger utters a message indicating that he/she will exit at the certain stop-over point and then board again, such as "I am going to exit at Seoul station and board again", the natural language understanding portion **111***b* may output the morphological analysis result, such as "I", "exit", "Seoul station" corresponding to an entity name, "again" and "board".

The passenger determiner **111***d* may estimate that the certain passenger will exit at the certain stop-over point and then board again, based on the entity name and the morphological analysis result of the natural language understanding portion **111***b*.

Particularly, when a certain passenger utters a message indicating that he/she will exit at the certain stop-over point and then board again, such as "I am going to exit at Seoul station and board again", the passenger determiner **111***d* may estimate that the certain passenger will exit at Seoul station and board again. That is, the passenger determiner **111***d* may estimate the possibility of the certain passenger re-boarding the vehicle after exiting.

In addition, the dialogue system **100** may estimate the number of the prospective passenger by determining the possibility of boarding of the called party by receiving the call conversation in the vehicle.

Particularly, when a passenger in the vehicle utters a message indicating that a certain prospective passenger will board at a certain stop-over point, such as "we will meet at Seoul station, soon", the natural language understanding portion **111***b* may output the morphological analysis result, such as "soon", "Seoul station" corresponding to an entity name, and "meet".

The passenger determiner **111***d* may estimate that the prospective passenger will board at the certain stop-over point, based on the entity name and the morphological analysis result of the natural language understanding portion **111***b*.

Particularly, when a passenger in the vehicle utters a message indicating that a certain prospective passenger will board at a certain stop-over point, such as "we will meet at Seoul station, soon", the passenger determiner **111***d* may estimate that the certain prospective passenger will board at Seoul station. That is, the passenger determiner **111***d* may estimate the possibility of boarding of the prospective passenger.

When the possibility of boarding of the prospective passenger is estimated, the dialogue system **100** may output a pre-utterance for verifying the possibility of boarding of the prospective passenger.

For example, when the possibility of boarding of the prospective passenger is estimated, the dialogue system **100** may output the pre-utterance for verifying the possibility of boarding of the prospective passenger, such as "who boards on the way? Tell me his/her name."

The pre-utterance determiner **151** may determine whether to output a pre-utterance based on the pre-utterance condition related to the estimation of the possibility of boarding, based on the context information related to whether a prospective passenger will board. In addition, when the context information related to whether a prospective passenger will board satisfies the pre-utterance condition related to the estimation of the possibility of boarding of the prospective passenger, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the pre-utterance context in which the prospective passenger will board, such as "who boards on the way? Tell me his/her name." When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may verify the possibility of boarding of the prospective passenger by receiving the passenger's utterance in the vehicle. Particularly, the dia-

logue system **100** may verify whether prospective passenger is present by receiving the passenger's utterance about the pre-utterance message.

The passenger determiner **111***d* may estimate the change in the number of passengers in the vehicle based on the output of the natural language understanding portion **111***b*. Particularly, the passenger determiner **111***d* may estimate the number of the prospective passengers based on the call conversation and also the passenger determiner **111***d* may estimate the possibility of exiting the vehicle for each passenger and the possibility of re-boarding the vehicle after exiting for each passenger based on the dialogue among the occupants in the vehicle.

The passenger determiner **111***d* may generate the passenger number information based on the estimation result of the change in the number of passengers.

That is, the passenger determiner **111***d* may generate the passenger number information based on the possibility of exiting the vehicle at the stop-over point for each passenger, the possibility of re-boarding the vehicle after exiting at the stop-over point for each passenger, and the possibility of boarding of the prospective passenger at the stop-over point.

Before arriving at the stop-over point, the dialogue system **100** may output a pre-utterance related to the estimation result of the change in the number of passengers based on the passenger number information.

For example, when it is determined that the vehicle **200** is before arriving at the stop-over point, the dialogue system **100** may output the pre-utterance related to the estimation result of the change in the number of passengers, such as "A will exit at the stop-over point.", "B will re-board after exiting the vehicle at the stop-over point.", "C will not exit at the stop-over point.", and "D will board at the stop-over point".

That is, before arriving at the stop-over point, the dialogue system **100** may output the pre-utterance related to the possibility of exiting the vehicle at the stop-over point for each passenger, the possibility of re-boarding at the stop-over point for each passenger, and the possibility of boarding at the stop-over point contained in the passenger number information.

However, the dialogue system **100** may output the pre-utterance related to the estimation result of the change in the number of passengers based on the passenger number information, not only before arriving at the stop-over point, but also after arriving at the stop-over point.

In addition, contents, which is related to the possibility of exiting the vehicle at the stop-over point for each passenger, the possibility of re-boarding at the stop-over point for each passenger, and the possibility of boarding at the stop-over point, may include a message about the number of passengers exiting the vehicle, such as "see you again", and a message about a passenger who re-boards after exiting the vehicle, such as "have a nice trip and come back safely".

The dialogue system **100** may determine whether the vehicle is right before arriving at the stop-over point or the vehicle is right after arriving at the stop-over point, based on the vehicle state information such as the vehicle position and the vehicle speed detected by the vehicle detector **260**.

Particularly, when a gear is placed on P stage, the dialogue system **100** may determine that the vehicle **200** arrives at the stop-over point, and when the speed is equal to or less than 10 kph, the dialogue system **100** may determine that the vehicle **200** is right before arriving at the stop-over point.

The pre-utterance determiner **151** may determine whether to output the pre-utterance based on the pre-utterance condition related to the estimation of the change in the number of passengers, based on the context information related to before arriving at a stop-over point. The pre-utterance determiner **151** may determine that the pre-utterance condition related to the estimation of the change in the number of passengers is satisfied based on the passenger number information transmitted from the passenger determiner **111***d*. In addition, when the context information related to before arriving at the stop-over point satisfies the pre-utterance condition related to the estimation of the change in the number of passengers, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the pre-utterance context in which the change in the number of passengers is estimated, such as "A will exit at the stop-over point.", "B will re-board after exiting the vehicle at the stop-over point.", "C will not exit at the stop-over point.", and "D will board at the stop-over point", based on the passenger number information. When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may compare the estimation result of the change in the number of passengers with the result of the change in the number of passengers after departing from the stop-over point, based on the passenger number information.

The dialogue system **100** may determine whether the vehicle departs from the stop-over point or not, based on the vehicle state information such as the vehicle position and the vehicle speed detected by the vehicle detector **260**.

Particularly, the dialogue system **100** may determine that the vehicle departs from the stop-over point based on facts such as the parking brake is released, the ignition is turned on, or the brake pedal is turned on.

The dialogue system **100** may detect the passenger through the speech input processor **111** and the context information processor **112** to determine the estimation result of the change in the number of passengers after departing from the stop-over point, and identify the passenger though the passenger determiner **111***d*.

Therefore, when it is determined that the vehicle **200** departs from the stop-over point, the passenger determiner **111***d* of the dialogue system **100** may compare the estimation result of the change in the number of passengers based on the passenger number information, with the result of the change in the number of passengers after departing from the stop-over point.

In addition, the dialogue system **100** may output the pre-utterance to compare the estimation result of the change in the number of passengers with the result of the change in the number of passengers after departing from the stop-over point.

For example, the dialogue system **100** may output the pre-utterance verifying whether the estimation result of the change in the number of passengers is correct, so as to verify the estimation result of the change in the number of pas-

sengers after departing from the stop-over point. Particularly, the dialogue system **100** may output a pre-utterance determining whether the passenger, which is determined to exit at the stop-over point, exits at the stop-over point, such as "Does A exit?", and a pre-utterance determining whether the passenger, which is determined to re-board after exiting the vehicle at the stop-over point, re-boards at the stop-over point, such as "Does B re-board?".

In addition, the dialogue system **100** may output a pre-utterance determining whether the passenger, which is determined not to exit at the stop-over point, does not exit at the stop-over point, such as "Does C remain?", and a pre-utterance determining whether the prospective passenger, which is determined to board at the stop-over point, boards at the stop-over point, such as "Does D board?".

The pre-utterance determiner **151** may determine whether to output the pre-utterance based on the pre-utterance condition related to whether the change in the number of passengers is estimated, based on the context information related to after departing from a stop-over point. The pre-utterance determiner **151** may determine that the pre-utterance condition related to the estimation of the change in the number of passengers is satisfied based on the passenger number information transmitted from the passenger determiner **111***d*. In addition, when the context information related to after departing from the stop-over point satisfies the pre-utterance condition related to the estimation of the change in the number of passengers, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the change in the number of passengers. When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may verify the result of the change in the number of passengers by receiving the passenger's utterance in the vehicle. Particularly, the passenger determiner **111***d* of the dialogue system **100** may verify the result of the change in the number of passengers by receiving the passenger's utterance corresponding to the pre-utterance message.

For example, the passenger may utter "yes, he/she is left" or "no, he/she boards" in response to the pre-utterance message asking whether the passenger, which is determined to exit at the stop-over point, exits at the stop-over point, such as "Does A exit?". That is, the passenger in the vehicle may utter a message indicating of the result of the change in the number of passengers in response to the pre-utterance message asking whether the passenger, which is determined to exit at the stop-over point, exits at the stop-over point.

When the passenger's utterance in the vehicle is input, the speech input processor **111** recognizes the input passenger's utterance in the vehicle. The passenger's utterance may be input through the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form. The natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

Particularly, the natural language understanding process may include performing morphological analysis on the utterance in the form of text, and recognizing the result of the change in the number of passengers based on the result of the morphological analysis.

Accordingly, the passenger determiner **111***d* of the dialogue system **100** may verify the result of the change in the number of passengers based on the dialogue among the occupants in the vehicle.

The dialogue system **100** may output a pre-utterance related to the comparison result between the estimation result of the change in the number of passengers and the result of the change in the number of passengers after departing from the stop-over point.

For example, the dialogue system **100** may output the pre-utterance message indicating that the estimation result of the change in the number of passengers is different from the result of the change in the number of passengers after departing from the stop-over point, such as "the number of current passengers is different from the estimation result of the change in the number of passengers", and the pre-utterance message indicating that the estimation result of the change in the number of passengers is the same as the result of the change in the number of passengers after departing from a stop-over point, such as "the number of current passengers is the same as the estimation result of the change in the number of passengers".

Particularly, the pre-utterance determiner **151** may determine whether to output the pre-utterance based on the pre-utterance condition related to whether the estimation result of the change in the number of passengers is compared with the result of the change in the number of passengers after departing from a stop-over point, based on the context information related to after departing from a stop-over point. The pre-utterance determiner **151** may determine that the pre-utterance condition is satisfied based on the comparison result between the result of the change in the number of passengers after departing from a stop-over point and the estimation result of the change in the number of passengers transmitted from the passenger determiner **111***d*. In addition, when the context information related to after departing from the stop-over point satisfies the pre-utterance condition related to the comparison between the estimation result of the change in the number of passengers and the result of the change in the number of passengers after departing from a stop-over point, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message indicating the comparison result based on the comparison result between the estimation result of the change in the number of passengers and the result of the change in the number of passengers after departing from the stop-over point. When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

Therefore, the driver may verify whether each passenger exits or boards, based on the comparison result between the estimation result of the change in the number of passengers and the result of the change in the number of passengers after departing from the stop-over point, and focus on the vehicle management, such as driving and parking without focusing on the passenger exiting or boarding the vehicle.

In addition, it may be possible to prevent a case in which the passenger is left at the stop-over point since he/she cannot re-board or a case in which the passenger cannot exit when the vehicle arrives at the stop-over point.

When the driving of the vehicle is terminated, the dialogue system **100** may store driving related information and passenger information on each passenger.

For example, when the driving of the vehicle is terminated, the storage **140** of the dialogue system **100** may store information related to driving of the vehicle and passenger information on each passenger who boards while driving.

Particularly, the storage **140** of the dialogue system **100** may store driving-related information about driving of the vehicle such as a departure point of driving, a stop-over point, and a destination, and passenger information on a passenger such as personal identification information, speech characteristic information, seating location information, boarding time information, exit time information, boarding location information, and information related to location for exiting the vehicle.

That is, the storage **140** of the dialogue system **100** may store driving related information related to driving of the vehicle such as a departure point of driving, a stop-over point, and a destination, by collecting GPS values from the vehicle controller **240**.

In addition, the storage **140** of the dialogue system **100** may collect passenger identification information, speech characteristic information, seating location information, and passenger number information and store passenger information on a passenger such as passenger identification information, speech characteristic information, seating location information, boarding time information, exit time information, boarding location information, and information related to location for exiting the vehicle.

Further, the dialogue system **100** may determine boarding of a passenger and output the pre-utterance whether the current passenger is the same passenger in the previous driving, by using the pre-utterance condition table **145***a*.

Particularly, the dialogue system **100** may determine boarding of a passenger, based on the dialogue among the occupants in the vehicle and the vehicle operation information. Particularly, the speech input processor **111** of the input processor **110** may determine boarding of a passenger, by receiving the dialogue among occupants in the vehicle, and acquire characteristics such as speech characteristic, seating location, boarding time, and boarding location for each passenger.

The dialogue system **100** may determine whether the passenger characteristics are identical to the stored passenger characteristics. Particularly, the speech input processor **111** of the dialogue system **100** may compare characteristics of passenger acquired from the storage **140**, with the passenger characteristics of the passenger determined to board, such as speech characteristic, seating location, boarding time, and boarding location.

For example, the speech input processor **111** may compare speech characteristic, seating location, boarding time, and boarding location of the passenger contained in the passenger information with characteristics of the passenger determined to board.

When at least two of speech characteristic, seating location, boarding time, and boarding location of the passenger contained in the passenger information are identical to the detected characteristics of the passenger, the speech input processor **111** may determine that characteristics of the passenger determined to board is identical to the passenger information.

When comparing speech characteristic, seating location, boarding time, and boarding location of the passenger contained in the passenger information with characteristics of the detected passenger, the speech input processor **111** may determine that it is identical to speech characteristic, seating location, boarding time, and boarding location with in the similar range of the certain section.

When it is determined that the characteristics of the passenger determined to board is identical to the store passenger information, the dialogue system **100** may output the pre-utterance verifying whether the passenger is in the previous driving.

For example, when characteristics of the passenger determined to board is identical to the store passenger information, the dialogue system **100** may output the pre-utterance verifying whether the passenger is the same passenger in the previous driving, such as "Are you 00?"

The pre-utterance determiner **151** may determine whether to output the pre-utterance based on the pre-utterance condition related to that characteristics of the passenger determined to board is identical to the store passenger information, based on the context information related to whether the passenger boards. In addition, when the context information related to whether the passenger boards satisfies the pre-utterance condition related to that characteristics of the passenger determined to board is identical to the stored passenger information, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the pre-utterance context in which the passenger boards, such as "Are you 00?". When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may verify whether the passenger is in the previous driving by receiving the passenger's utterance in the vehicle. Particularly, the dialogue system **100** may verify whether the passenger is in the previous driving by receiving the passenger's utterance corresponding to the pre-utterance message.

For example, the passenger may utter "yes" or "no" in response to the pre-utterance message asking whether the passenger is in the previous driving. That is, the passenger may utter a message including a response indicating whether

the passenger is in the previous driving, in response to the pre-utterance message asking whether the passenger is in the previous driving.

When the passenger's utterance is input, the speech input processor **111** recognizes the input passenger's utterance in the vehicle. The passenger's utterance may be input through the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form. The natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

Particularly, the natural language understanding process may include performing morphological analysis on the utterance in the form of text, and recognizing whether the passenger is in the previous driving based on the result of the morphological analysis.

Accordingly, the passenger determiner **111***d* of the dialogue system **100** may verify whether the passenger is in the previous driving, based on the dialogue among the occupants in the vehicle.

When it is determined that the passenger is in the previous driving, the dialogue system **100** may generate the passenger number information based on the dialogue among the occupants in the vehicle and the store passenger information. That is, when the passenger number information is generated based on the dialogue among the occupants in the vehicle, the dialogue system **100** may additionally consider the stored passenger information.

For example, the passenger determiner **111***d* of the dialogue system **100** may estimate the change in the number of passengers at the stop-over point based on the output of the natural language understanding portion **111***b*. Particularly, the passenger determiner **111***d* may estimate the possibility of exiting the vehicle for each passenger and the possibility of re-boarding the vehicle after exiting for each passenger based on the dialogue among the occupants in the vehicle, and estimate the number of the boarding of the prospective passenger based on the call conversation in the vehicle.

When estimating the change in the number of passengers based on the dialogue among the occupants in the vehicle, the passenger determiner **111***d* may increase the accuracy of the estimation result of the change in the number of passengers by using the exit time information and the information related to location for exiting the vehicle in the stored passenger information.

Particularly, when it is estimated that the passenger will exit at the certain stop-over point, based on the dialogue among the occupants in the vehicle, the passenger determiner **111***d* may verify the exit time and the location for exiting the vehicle in the previous driving, by using the exit time information and the information related to location for exiting the vehicle in the stored passenger information.

The passenger determiner **111***d* may determine whether the estimated certain stop-over point at which the passenger exits is identical to the exit location in the previous driving, based on the dialogue among the occupants in the vehicle.

When the certain stop-over point, at which the passenger exits and which is estimated based on the dialogue among the occupants in the vehicle, is identical to the exit location in the previous driving, the passenger determiner **111***d* may generate the passenger information by using the estimation of the change in the number of passengers that is estimated based on the dialogue among the occupants in the vehicle.

When the certain stop-over point, at which the passenger exits and which is estimated based on the dialogue among the occupants in the vehicle, is not identical to the exit location in the previous driving, the passenger determiner **111***d* may verify whether the exit location is the certain stop-over point, by uttering the pre-utterance to the passenger, and generate the passenger information by using the passenger's utterance.

FIG. **26** is a control block diagram illustrating a configuration of a dialogue manager in detail, FIG. **27** is a view illustrating an example of information stored in a relational action DB, FIG. **28** is a view illustrating an example of information stored in an action execution condition DB, and FIG. **29** is a view illustrating an example of information stored in an action parameter DB.

Referring to FIG. **26**, the dialogue manager **120** may include a dialogue flow manager **121** requesting for generating, deleting and updating dialogue or action; a dialogue action manager **122** generating, deleting and updating dialogue or action according to the request of the dialogue flow manager **121**; an ambiguity solver **123** clarifying a user's intent by resolving an ambiguity of context and an ambiguity of dialogue; a parameter manager **124** managing parameters needed for the action execution; an action priority determiner **125** determining whether an action is executable about a plurality of candidate actions; and an external information manager **126** managing an external content list and related information, and managing parameter information for an external content query.

The dialogue manager **120** may include a memory in which a program for performing the above-described operation and the operation described later is stored, and a processor for executing the stored program. At least one memory and one processor may be provided, and when a plurality of memory and processors are provided, they may be integrated on one chip or physically separated.

Each component contained in the dialogue manager **120** may be implemented by the same processor or by a separate processor.

In addition, the dialogue manager **120** and the input processor **110** may be implemented by the same processor or by a separate processor.

When the user utterance is input or when the user utterance matched with the pre-utterance context is transmitted to the natural language understanding portion **111***b*, the dialogue input manager **111***c* may transmit the result of the natural language understanding (the output of the natural language understanding portion) and context information (the output of the context understanding portion) to the dialogue flow manager **121**. In addition, when the pre-utterance context occurs, the dialogue input manager **111***c* may transmit the pre-utterance trigger signal.

The output of the natural language understanding portion **111***b* may include information which is related to the user's utterance content, e.g., a morphological analysis result, as well as information, e.g., domain and action. The output of the context understanding portion **112***c* may include events determined by the context information collection manager **112***b*, as well as the context information.

The dialogue flow manager **121** may search for whether a dialogue task or an action task corresponding to the input by the dialogue input manager **111***c* is present in the dialogue and action state DB **147**.

The dialogue and action state DB **147** may be a storage space for managing the dialogue state and the action state, and thus the dialogue and action state DB **147** may store currently progressing dialogue and action, and dialogue state

and action state related to preliminary actions to be processed. For example, the dialogue and action state DB **147** may store states related to completed dialogue and action, stopped dialogue and action, progressing dialogue and action, and dialogue and action to be processed.

The dialogue and action state DB **147** may store last output state related to whether to switch and to nest an action, switched action index, action change time, and screen/voice/command.

For example, in a case in which the domain and the action corresponding to a user utterance is extracted, when dialogue and action corresponding to the corresponding domain and action is present in the most recently stored dialogue, the dialogue and action state DB **147** may determine it as the dialogue task or action task corresponding to the input from the dialogue input manager **111***c*.

When the domain and the action corresponding to a user utterance is not extracted, the dialogue and action state DB **147** may generate a random task or request that the dialogue action manager **122** refers to the most recently stored task.

When the dialogue task or action task corresponding to the input of the input processor **110** is not present in the dialogue and action state DB **147**, the dialogue flow manager **121** may request that the dialogue action manager **122** generates new dialogue task or action task.

Further, when the pre-utterance trigger signal is transmitted from the input processor **110**, it may be possible to temporarily stop the dialogue task or the action task although the dialogue task or the action task, which is currently performed, is present, and it may be possible to firstly generate a dialogue task or an action task corresponding to the pre-utterance context. In addition, it may be possible to select the priority according to the established rules.

When the pre-utterance trigger signal and an action corresponding to the pre-utterance trigger signal are input from the dialogue input manager **111***c*, the dialogue flow manager **121** may request that the dialogue action manager **122** generates new dialogue task or action task, which is the same manner as the case in which the action is obtained from the user utterance.

Further, when the pre-utterance trigger signal and a pre-utterance message corresponding to the pre-utterance trigger signal are input from the dialogue input manager **111***c*, the dialogue flow manager **121** may request that the dialogue action manager **122** generates new dialogue task or action task for outputting the input pre-utterance message.

When the dialogue flow manager **121** manages the dialogue flow, the dialogue flow manager **121** may refer to a dialogue policy DB **148**. The dialogue policy DB **148** may store a policy to continue the dialogue, wherein the policy may represent a policy for selecting, starting, suggesting, stopping and terminating the dialogue.

In addition, the dialogue policy DB **148** may store a point of time in which a system outputs a response, and a policy about a methodology. The dialogue policy DB **148** may store a policy for generating a response by linking multiple services and a policy for deleting previous action and replacing the action with another action.

For example, two policies may be allowed, wherein the two polices may include a policy in which a response for two actions is generated at once, e.g., "Is it needed to perform B action after performing A action?" and a policy in which a separate response for another action is generated after a response for an action is generated, e.g., "A action is executed" □→"Do you want to execute B action?".

The dialogue and action state DB **147** may store a policy for determining the priority among the candidate actions. A priority determination policy will be described later.

The dialogue action manager **122** may designate a storage space to the dialogue and action state DB **147** and generate dialogue task and action task corresponding to the output of the input processor **110**.

When it is impossible to extract a domain and an action from the user's utterance, the dialogue action manager **122** may generate a random dialogue state. In this case, as mentioned later, the ambiguity solver **123** may identify the user's intent based on the content of the user's utterance, the environment condition, the vehicle state, and the user information, and determine an action appropriate for the user's intent.

When the dialogue task or action task corresponding to the output of the input processor **110** is present in the dialogue and action state DB **147**, the dialogue flow manager **121** may request that the dialogue action manager **122** refers to the corresponding dialogue task or action task.

The action priority determiner **125** may search the relational action DB **146***b* to search for an action list related to the action or the event contained in the output of the input processor **110**, and then the action priority determiner **125** may acquire the candidate action. As illustrated in FIG. **27**, the relational action DB **146***b* may indicate actions related to each other, a relationship among the actions, an action related to an event and a relationship among the events. For example, the route guidance, the vehicle state check, and gasoline station recommendation may be classified as the relational action, and a relationship thereamong may correspond to an association.

Therefore, when executing the route guidance, the vehicle state check and gasoline station recommendation may be performed together. In this case, "performing together" may include a case in which the vehicle state check and gasoline station recommendation are performed before or after the route guidance and a case in which the vehicle state check and gasoline station recommendation are performed during the route guidance (e.g., adding as a stop-over).

A warning light output event may be stored as an event-action related to a repair shop guidance action and a relationship therebetween may correspond to an association.

When the warning light output event occurs, the repair shop guidance action may be performed according to the warning light type or whether to need the repair.

When the input processor **110** transmit an action corresponding to the user's utterance together with an event determined by the context information collection manager **112***b*, an action related to the action corresponding to the user's utterance and an action related to the event may become a candidate action.

The extracted candidate action list may be transmitted to the dialogue action manager **122** and the dialogue action manager **122** may update the action state of the dialogue and action state DB **147** by adding the candidate action list.

The action priority determiner **125** may search for conditions to execute each candidate action in an action execution condition DB **146***c*.

As illustrated in FIG. **28**, the action execution condition DB **146***c* may store conditions, which are needed for performing the action, and parameters, which are to determine whether to meet the corresponding condition, according to each action.

For example, an execution condition for the vehicle state check may be a case in which a destination distance is equal to or greater than 100 km, wherein a parameter for deter-

mining the condition may correspond to the destination distance. A condition for the gasoline station recommendation may be a case in which a destination distance is greater than a distance to empty (DTE), wherein a parameter for determining the condition may correspond to the destination distance and the distance to empty (DTE).

The action priority determiner **125** may transmit the execution condition of the candidate action to the dialogue action manager **122** and the dialogue action manager **122** may add the execution condition according to each candidate action and update the action state of the dialogue and action state DB **147**.

The action priority determiner **125** may search for a parameter that is needed to determine an action execution condition (hereinafter refer to condition determination parameter), from the context information DB **142**, the long-term memory **143**, the short-term memory **144** or the dialogue and action state DB **147**, and determine whether it is possible to execute the candidate action, using the searched parameter.

When a parameter used to determine an action execution condition is not stored in the context information DB **142**, the long-term memory **143**, the short-term memory **144** or the dialogue and action state DB **147**, the action priority determiner **125** may bring the needed parameter from the external content server **300** via the external information manager **126**.

The action priority determiner **125** may determine whether it is possible to perform the candidate action using the parameter used to determine an action execution condition. In addition, the action priority determiner **125** may determine the priority of the candidate action based on whether to perform the candidate action and priority determination rules stored in the dialogue policy DB **148**.

A score for each candidate action may be calculated according to the current situation. A higher priority may be given to a candidate action having more of calculated score. For example, an action corresponding to the user's utterance, a safety score, a convenience score, a processing time, a processing point of time (whether to immediately process or not), a user preference (the user's reception level when suggesting a service or a preference pre-determined by a user), an administrator score, a score related to vehicle state, and an action success rate (dialogue success rate) may be used as a parameter for calculating the score, as illustrated in the following equation 1. w1, w2, w3, w4, w5, w6, w7, w8, and w9 represent a weight value for each parameter.

$$\text{Priority score} = w1*\text{user utterance action} + w2*\text{safety score} + w3*\text{convenience score} + w4*\text{processing time} + w5*\text{processing point of time} + w6*\text{user preference} + w7*\text{administrator score} + w8*\text{score related to vehicle state} + w9*\text{action success rate}*\text{possibility of action execution (1: possible, not yet known, 0: impossible)}*\text{action completion status (completion: 1, incompletion: 0).} \quad \text{[Equation 1]}$$

As mentioned above, the action priority determiner **125** may provide the most needed service to a user by searching for an action directly connected to the user's utterance and context information and an action list related thereto, and by determining a priority therebetween.

The action priority determiner **125** may transmit the possibility of the candidate action execution and the priority to the dialogue action manager **122** and the dialogue action manager **122** may update the action state of the dialogue and action state DB **147** by adding the transmitted information.

The parameter manager **124** may search for a parameter used to perform each candidate action (hereinafter refer to action parameter) in an action parameter DB **146***a*.

As illustrated in FIG. **29**, the action parameter DB **146***a* may store a necessary parameter, an alternative parameter, an initial value of parameter and a reference position for bring the parameter, according to each action. In a state in which the initial value of parameter is stored, when a parameter value corresponding to the corresponding parameter is not present in the user's utterance and the context information output from the input processor **110** and when the parameter value is not present in the context information DB **142**, it may be possible to perform an action according to the stored initial value or it may be possible to confirm whether to perform an action according to the stored initial value, to a user.

For example, the necessary parameter used for the route guidance may include the current position and the destination, and the alternative parameter may include the type of route. An initial value of the alternative parameter may be stored as a fast route. The current position and the destination may be acquired by searching the dialogue and action state DB **147**, the context information DB **142**, the short-term memory **144** or the long-term memory **143** in an order.

The necessary parameter used for the vehicle state check may include vehicle state information, and the alternative parameter may include a part to be examined (hereinafter referred as "check part"). An entire part may be stored as an initial value of the alternative parameter. The vehicle state information may be acquired from the context information DB **142**.

The alternative parameter for the gasoline station recommendation may include a favorite gasoline station, and "A oil" may be stored as an initial value of the alternative parameter. The favorite gasoline station may be acquired from the long-term memory **143**. The alternative parameter may further include the fuel type of the vehicle, and the fuel price.

As mentioned above, the parameter manager **124** may bring the parameter value of the parameter searched in the action parameter DB **146***a*, from the corresponding reference position. The reference position from which the parameter value is brought may be at least one of the context information DB **142**, the short-term memory **144** or the long-term memory **143**, the dialogue and action state DB **147**, and the external content server **300**.

The parameter manager **124** may bring the parameter value from the **300** via the external information manager **126**. The external information manager **126** may determine from which information is brought, by referring to the external service aggregate DB **146***d*.

The external service aggregate DB **146***d* may store information related to the external content server connected to the dialogue system **100**. For example, the external service aggregate DB **146***d* may store external service name, explanation about an external service, the type of information provided from an external service, external service using method, and a subject of providing the external service.

The initial value acquired by the parameter manager **124** may be transmitted to the dialogue action manager **122** and the dialogue action manager **122** may update the dialogue and action state DB **147** by adding the initial value according to the candidate action to the action state.

The parameter manager **124** may acquire initial values of all of the candidate actions or the parameter manager **124**

may acquire only initial values of the candidate actions which are determined to be executable by the action priority determiner **125**.

The parameter manager **124** may selectively use an initial value among a different type of initial values indicating the same information. For example, "Seoul station" indicating the destination and which is in the form of text may be converted into "Seoul station" in the form of POI, by using a destination search service by the navigation system.

When the ambiguity is not present in the dialogue and the context, it may be possible to acquire the needed information and to manage the dialogue and action according to the above mentioned operation of the action priority determiner **125**, the parameter manager **124** and the external information manager **126**. When the ambiguity is present in the dialogue and the context, it may be difficult to provide a service needed for the user using only an operation of the action priority determiner **125**, the parameter manager **124** and the external information manager **126**.

In this case, the ambiguity solver **123** may deal with the ambiguity in the dialogue or in the context. For example, when anaphora, e.g., the person, that place on yesterday, father, mother, grandmother, and daughter-in-law, is contained in the dialogue, there may be ambiguity because it is not clear that the anaphora represents whom or which. In this case, the ambiguity solver **123** may resolve the ambiguity by referring to the context information DB **142**, the long-term memory **143** or the short-term memory **144** or provide a guidance to resolve the ambiguity.

For example, an ambiguous word contained in "that place on yesterday", "the market near the house", and "Seoul station I went yesterday" may correspond to a parameter value of the action parameter or a parameter value of the condition determination parameter. However, in this case, it is impossible to perform a real action or to determine an action execution condition by using the corresponding word, due to the ambiguity of the word.

The ambiguity solver **123** may resolve the ambiguity of the initial value by referring to the information stored in the context information DB **142**, the long-term memory **143** or the short-term memory **144**. As needed, the ambiguity solver **123** may bring the needed information from the external content server **300** by using the external information manager **126**.

For example, the ambiguity solver **123** may search for a place where a user went yesterday by referring to the short-term memory **144**, so as to convert "that place on yesterday" into information that is available as a destination for the route guidance action. The ambiguity solver **123** may search for a user's house address by referring to the long-term memory **143** and bring location information related to A market near the user's house address, from the external content server **300**. Therefore, the ambiguity solver **123** may convert "A market near house" into information that is available as a destination for the route guidance action.

When an action (object and operator) is not clearly extracted by the input processor **110** or when the user's intent is not clear, the ambiguity solver **123** may identify the user's intent by referring to an ambiguity resolution information DB **146***e*, and determine an action corresponding to the identified intent.

FIG. **30** is a table illustrating an example of information stored in the ambiguity resolution information DB.

Based on the vehicle state information and the surrounding environment information, the ambiguity resolution information DB **146***e* may match an utterance with an action corresponding to the utterance and then store the utterance and the action. The utterance stored in the ambiguity resolution information DB **146***e* may be an utterance in which an action cannot be extracted by the natural language understanding. FIG. **30** illustrates a case in which an utterance's content according to the morphological analysis result is that hands are freezing or hands are cold.

The surrounding environment information may include the outside temperature of the vehicle and whether it is raining, and the vehicle state information may include ON/OFF of air conditioner and heater and wind volume and wind direction of the air conditioner, and ON/OFF of the steering wheel heating wire.

Particularly, in a state in which the outside temperature is more than 20 degree while it is raining, when the air conditioner is turned on (ON), it may be identified that an air conditioner temperature is set to be low and thus "increasing an air conditioner temperature by 3 degree" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is more than 20 degree while it is raining, when the air conditioner is turned off (OFF), it may be identified that the user feels the cold due to the rain, and thus "heater ON" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is more than 20 degree while it is not raining, when the air conditioner is turned on (ON) and the wind direction of the air conditioner is an upside, it may be identified that hands are freezing since the wind of the air condition directly affects to the hands, and thus "changing the wind direction of the air conditioner to the down side" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is more than 20 degree while it is not raining, when the air conditioner is turned on (ON), the wind direction of the air conditioner is the down side and the wind volume is set to be more than a middle level, it may be identified that a user feels the cold due to an excessively strong wind volume of the air conditioner, and thus "lowering the wind volume of the air conditioner" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is more than 20 degree while it is not raining, when the air conditioner is turned on (ON), the wind direction of the air conditioner is the down side and the wind volume is set to be weak, "increasing an air conditioner temperature by 3 degree" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is lower than 20 degree, when the heater is turned off (OFF), it may be identified that hands are freezing due to the cold weather, and thus "turning on heater" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is lower than 20 degree, when the heater is turned on (ON) and the steering wheel heating wire is turned off, it may be identified that hands are freezing since hot air is not transmitted to the hands, and thus "steering wheel heating wire ON" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is lower than 20 degree, when the heater and the steering wheel heating wire are turned on (ON) and the wind direction of the heater is the down side, it may be identified that hands are freezing since the wind of the heater is not transmitted to the hands, and thus "changing the wind direction of the heater to the bi-directions" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is lower than 20 degree, the heater and the steering wheel heating wire are

turned on (ON), the wind direction of the heater is the up side, when a heater temperature is set to be lower than the highest, "increasing the temperature of the heater" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is lower than 20 degree, the heater and the steering wheel heating wire are turned on (ON), the wind direction of the heater is the up side; and the heater temperature is set to be the highest, when the volume of the heater is not set to be the highest, "increasing the wind volume of the heater" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is lower than 20 degree, the heater and the steering wheel heating wire are turned on (ON), the wind direction of the heater is the up side, and a heater temperature and the wind volume of the heater are set to be the highest, when the seat heat line is turned off, "turning on the seat heat line" may be stored as a vehicle control action corresponding thereto.

In a state in which the outside temperature is lower than 20 degree, the heater and the steering wheel heating wire are turned on (ON), the wind direction of the heater is the up side, and the heater temperature and the wind volume of the heater are set to be the highest, when the seat heat line is turned on, "informing that wait for a while because heater is in full operation now" may be stored as a vehicle control action corresponding thereto.

FIGS. **31**A and **31**B are tables illustrating a variety of examples in which the vehicle control is performed since the ambiguity solver resolves the ambiguity by referring to the ambiguity resolution information DB and extracting an action.

For example, as illustrated in FIGS. **31**S and **31**B, in a state in which an utterance's content according to the morphological analysis result is that hands are freezing or hands are cold, when the surrounding environment is summer, the vehicle state is that the wind direction of the air conditioner is an upper side (upside) of the passenger's head, an air conditioner set temperature is 19 degree, and the wind volume of the air conditioner is a high level, it may be identified that hands are freezing since the wind of the air conditioner is directed to the hands. An air conditioner control action for lowering the wind volume strength while changing the wind direction to the foot side (downside) may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is winter, the vehicle state is that the wind direction of the air conditioner is the passenger's feet, an air conditioner set temperature is 25 degree, and the wind volume of the air conditioner is a high level, it may be identified that hands are freezing since hot air is not transmitted to the hands. "Turning on steering wheel heat line" action may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In a state in which an utterance's content according to the morphological analysis result is "stuffiness", when a vehicle speed is 30 km or less and a front and rear clearance is less than 30 cm, it may be identified that stuffiness is caused by the heavy traffic. Therefore, "changing a route option (fast route guidance) in the route guidance action", "playing a multi content, e.g., music", or "turning on chatting function" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In a state in which an utterance's content according to the morphological analysis result is "drowsiness", when the vehicle state is an internal air mode, it may be identified that the drowsiness is caused by the lack of air circulation. Therefore, "changing into an external air mode" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the vehicle state is the external air mode and the heater is turned on (ON), it may be identified that the drowsiness is caused by the hot air emitted from the heater. "Opening window" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In a state in which an utterance's content according to the morphological analysis result is "sweating" or "hot", when the surrounding environment is winter and the heater is turned on (ON), it may be identified that the heat is caused by the hot air emitted from the heater. Therefore, "lowering the heater temperature" or "reducing the wind volume" may be stored as an action corresponding to the utterance.

In the utterance having the same content, when the surrounding environment is winter and when the heater is turned off (OFF), it may be identified that the heat is caused by the user's body heat. Therefore, "opening the window" or "suggesting opening the window" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is summer and when the air conditioner is turned off (OFF), it may be identified that the heat is caused by increased internal temperature of the vehicle. Therefore, "turning on the air conditioner" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is summer and when the air conditioner is turned on (ON), it may be identified that the heat is caused by the air conditioner temperature set to be high. Therefore, "lowering the air conditioner temperature" or "increasing the wind volume of the air conditioner" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In a state in which an utterance's content according to the morphological analysis result is "cold", when the surrounding environment is summer and when the air conditioner is turned on (ON), it may be identified that the cold is caused by the air conditioner temperature set to be excessively low or by the excessively strong wind of the air conditioner. Therefore, "increasing the air conditioner temperature" or "reducing the wind volume" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is summer and when the air conditioner is turned off (OFF), it may be identified that the cold is caused by the user's body condition. "Operating the heater" or "checking user's biorhythm" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is winter and the heater is turned on (ON), it may be identified that the cold is caused by the

heater temperature set to be low or the weak wind volume. Therefore, "increasing the heater temperature" or "increasing the wind volume" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is winter and the heater is turned off (OFF), it may be identified that the cold is caused by the non-operation of the heater. "Operating the heater" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In a state in which an utterance's content according to the morphological analysis result is "head hurts", when the surrounding environment is winter and the heater is turned on (ON), it may be identified that the headache is caused by the lack of the air circulation. Therefore, "changing into an external air mode" or "opening the window" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is winter and the heater is turned off (OFF), it may be identified that the headache is caused by the cold. "Operating the heater" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is summer and the air conditioner is turned off (OFF), it may be identified that the headache is caused by the heat. "Operating the air conditioner" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is summer and the air conditioner is turned on (ON), it may be identified that the headache is caused by the air-conditioningitis. "Changing the wind direction or the wind volume of the air conditioner" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In a state in which an utterance's content according to the morphological analysis result is "uncomfortable", when the surrounding environment is winter and it is raining, it may be identified that the uncomfortableness is caused by the high humidity. Therefore, "operating defogging function" or "operating dehumidifying function" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is summer and it is not raining, it may be identified that the uncomfortableness is caused by the seasonal characteristics and the heat. Therefore, "operating the air conditioner at the lowest temperature" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

In the utterance having the same content, when the surrounding environment is summer and it is raining, it may be identified that the uncomfortableness is caused by the heat and the high humidity. Therefore, "operating the air conditioner at the dehumidifying mode" may be extracted as an action corresponding to the utterance and it may be possible to control the vehicle according to the extracted action.

According to the operation of the ambiguity solver **123** described above, although there is the ambiguity in the user's utterance or situation, the ambiguity solver **123** may precisely identify an action that is actually desired by a user, or an action that is actually needed for a user, and provide the desired action and the needed action by integrally considering the surrounding environment information and the vehicle state information with the user's utterance.

The information related to the action determined by the ambiguity solver **123** may be transmitted to the dialogue action manager **122** and the dialogue action manager **122** may update the dialogue and action state DB **147** based on the transmitted information.

As mentioned above, the action priority determiner **125** and the parameter manager **124** may determine an action execution condition about the action determined by the ambiguity solver **123**, determine the priority thereof and bring the parameter value.

When all of values are acquired wherein the values are acquired by the current context and dialogue, among parameter values used to execute each action, the dialogue action manager **122** may transmit a signal to the dialogue flow manager **121**.

When the necessary parameter value for the action execution and the condition determination is acquired through the user since the necessary parameter is not present in the dialogue and action state DB **147**, the external content server **300**, the long-term memory **143**, the short-term memory **144** and the context information DB **142**, the result processor **130** may generate a dialogue response for asking parameter values to the user.

The dialogue flow manager **121** may transmit information and dialogue state related to an action corresponding to the first priority action to the result processor **130**. In addition, the dialogue flow manager **121** may transmit the information related to the plurality of candidate actions, according to the dialogue policy.

When the dialogue system **100** outputs the pre-utterance, that is the pre-utterance trigger signal is generated by the input processor **110**, the dialogue state transmitted from the result processor **130** may include the pre-utterance trigger signal. However, it is not required that the pre-utterance trigger signal is contained in the dialogue state, but any type of information may be contained in the dialogue state as long as indicating the pre-utterance context. When the information indicating the pre-utterance context is contained in the dialogue state, the result processor **130** may firstly output a dialogue response over than other type response, or output the dialogue response together with other type response.

In a state in which the dialogue system **100** outputs the pre-utterance, when a pre-utterance message corresponding to the pre-utterance context is input from the dialogue input manager **111***c*, it may be possible to transmit the pre-utterance message to the result processor **130** without the above-mentioned process of the ambiguity solution, the parameter management, and the action priority determination.

In a state in which the dialogue system **100** outputs the pre-utterance, when an action corresponding to the pre-utterance context is input from the dialogue input manager **111***c*, it may be possible to transmit the pre-utterance message to the result processor **130** with or without the above-mentioned process of the ambiguity solution, the parameter management, and the action priority determination.

FIG. **32** is a control block diagram illustrating a configuration of the result processor in details.

Referring to FIG. **32**, the result processor **130** may include a response generation manager **131** managing generation of a response needed for executing an action input from the dialogue manager **120**; a dialogue response generator **132** generating a response in text, image or audio type according to the request of the response generation manager **131**; a command generator **136** generating a command for the vehicle control or the provision of service using an external content according to a request of the response generation manager **131**; a service editor **134** sequentially or sporadically executing a plurality of service and collection a result thereof to provide a service desired by a user; an output manager **133** outputting the generated text type response, image type response, or audio type response, outputting the command generated by the command generator **136**, or determining an order of the output when the output is plural; and a memory manager **135** managing the long-term memory **143** and the short-term memory **144** based on the output of the response generation manager **131** and the output manager **133**.

The result processor **130** may include a memory in which a program for performing the above-described operation and the operation described later is stored, and a processor for executing the stored program. At least one memory and one processor may be provided, and when a plurality of memory and processors are provided, they may be integrated on a single chip or physically separated.

Each component contained in the result processor **130** may be implemented by the same processor or by a separate processor.

In addition, the result processor **130**, the dialogue manager **120** and the input processor **110** may be implemented by the same processor or by a separate processor.

The response that is output by corresponding to the user's utterance or context may include the dialogue response, the vehicle control, and the external content provision. The dialogue response may include an initial dialogue, a question, and an answer including information. The dialogue response may be stored as database in a response template **149**.

The response generation manager **131** may request that the dialogue response generator **132** and the command generator **136** generate a response that is needed to execute an action, which is determined by the dialogue manager **120**. For this, the response generation manager **131** may transmit information related to the action to be executed, to the dialogue response generator **132** and the command generator **136**, wherein the information related to the action to be executed may include an action name and a parameter value. When generating a response, the dialogue response generator **132** and the command generator **136** may refer to the current dialogue state and action state.

The dialogue response generator **132** may acquire a dialogue response template by searching the response template **149**, and generate the dialogue response by filling the extracted dialogue response template with the parameter value. The generated dialogue response may be transmitted to the response generation manager **131**. When the parameter value needed to generate the dialogue response is not transmitted from the dialogue manager **120** or when an introduction of using the external content is transmitted, the dialogue response generator **132** may receive the parameter value from the external content server **300** or search the long-term memory **143**, the short-term memory **144** or the context information DB **142**.

For example, when the action determined by the dialogue manager **120** corresponds to the route guidance, the dialogue response generator **132** may search the response template **149** and then extract a dialogue response template "[duration:-] will be taken from [current position:-] to [destination:-]. Start the guidance?"

[Current position] and [destination] among parameters which are needed to be filled, in the dialogue response template may be transmitted from the dialogue manager **120**, and a parameter value for [duration] may be not transmitted. In this case, the dialogue response generator **132** may request a duration that is taken from [current position] to [destination], to the external content server **300**.

When the response to the user utterance or context includes the vehicle control or the external content provision, the command generator **136** may generate a command to execute the vehicle control or the external content provision. For example, when the action determined by the dialogue manager **120** is the control of the air conditioning device, window and AVN, the command generator **136** may generate a command to execute the control and then transmit the command to the response generation manager **131**.

When the action determined by the dialogue manager **120** needs the external content provision, the command generator **136** may generate a command to receive the corresponding content from the external content server **300** and then transmit the command to the response generation manager **131**.

When a plurality of commands is provided by the command generator **136**, the service editor **134** may determine a method and an order to execute the plurality of commands and transmit the method and order to the response generation manager **131**.

The response generation manager **131** may transmit the response, which is transmitted from the dialogue response generator **132**, the command generator **136**, or the service editor **134**, to the output manager **133**.

The output manager **133** may determine an output timing, an output sequence and an output position of the dialogue response generated by the dialogue response generator **132** and the command generated by the command generator **136**.

The output manager **133** may output a response by transmitting the dialogue response generated by the dialogue response generator **132** and the command generated by the command generator **136** to an appropriate output position at an appropriate order with an appropriate timing. The output manager **133** may output Text to speech (TTS) response via the speaker **232** and a text response via the display **231**. When outputting the dialogue response in the TTS type, the output manager **133** may use a TTS module provided in the vehicle **200** or alternatively the output manager **133** may include a TTS module.

According to the control target, the command may be transmitted to the vehicle controller **240** or the communication device **280** for communicating with the external content server **300**.

The response generation manager **131** may also transmit the response transmitted from the dialogue response generator **132**, the command generator **136**, or the service editor **134**, to the memory manager **135**.

The output manager **133** may transmit a response that is output by itself, to the memory manager **135**.

The memory manager **135** may manage the long-term memory **143** or the short-term memory **144** based on the content transmitted from the response generation manager **131** and the output manager **133**. For example, the memory manager **135** may update the short-term memory **144** by storing the dialogue content between the user and the system, based on the generated and output dialogue

response. The memory manager **135** may update the long-term memory **143** by storing information related to the user that is acquired by the dialogue with the user.

In the information stored in the short-term memory **144**, the persistent information, e.g., user's preference or orientation, or information which is used to acquire the persistent information, may be stored in the long-term memory **143**.

Based on the vehicle control and the external content request corresponding to the generated and output command, the user preference or the vehicle control history stored in the long-term memory **143** may be updated.

Meanwhile, in a state in which the dialogue system **100** outputs the pre-utterance before the user inputs the utterance, when the action corresponding to the pre-utterance context is input from the dialogue input manager **111***c*, the dialogue response generator **132** receiving information related to an action may acquire a dialogue response template by searching the response template **149**, and generate the dialogue response by filling the extracted dialogue response template with the parameter value. The generated dialogue response may be transmitted to the response generation manager **131**. The dialogue response may become the pre-utterance of the dialogue system **100**.

The response generation manager **131** may transmit the dialogue response transmitted from the dialogue response generator **132**, to the output manager **133**.

The output manager **133** may output the dialogue response generated by the dialogue response generator **132** via the speaker **232**.

When the result processor **130** receives the pre-utterance message as it is, corresponding to the pre-utterance context, from the dialogue flow manager **121**, the input pre-utterance message may become the dialogue response and the input pre-utterance message may be transmitted to the output manager **133**.

The output manager **133** may output the transmuted pre-utterance message via the speaker **232**.

When the user utterance is input after the dialogue system **100** outputs the pre-utterance, the operation that is the same as the operation for processing the user utterance may be performed.

According to the above mentioned embodiment, the dialogue system **100** may provide a service which is the most appropriate for a user, by considering a variety of situations occurring inside of the vehicle. Without inputting the user's utterance, the dialogue system **100** may determine a service needed for a user by itself based on the context information or the driver information, which is collected by itself, and proactively provide the service.

For example, evaluation criteria for the vehicle state may be variable according to the situation when starting the vehicle, and thus it may be possible to proactively provide a feed-back. A driving start time may be defined as a vehicle starting time, a point of time when releasing an electronic parking brake (EPB) or a point of time when setting a navigation destination. A vehicle condition evaluation system calculating a driving available score may give a weight to an individual device, and change a variable weight applied to the individual device, according to the situation factors. When it is determined that there is problems in the vehicle state, it may be possible to provide a solution about the individual device, e.g., a repair shop guidance.

It may be possible to determine whether the vehicle is lack of fuel or not by considering the destination when the vehicle starting. When the lack of fuel, it may be possible to perform adding a user's favorite gasoline station to an automatic stop-over in the route to the destination, as a feedback of the lack of fuel, and to inform the user the change in the stop-over. In addition, according to the user's response, the gasoline station which is added as the automatic stop-over may be changed.

Although the current vehicle state does not indicate the lack of fuel, it may be possible to proactively provide a gasoline station or a refueling time by comprehensively considering a user's next schedule, a major moving record and an amount of remaining fuel.

By acquiring information related to driver's body condition and sleeping record, it may be possible to conditionally permit a vehicle starting based on the acquired information. For example, when recognizing the risk of the drowsy driving by recognizing the body conditions and the sleeping record in the outside of the vehicle, it may be possible to recommend that a user does not drive the vehicle. Alternatively, it may be possible to provide information related to a recommended driving time according to the body conditions or the sleeping record.

When a trigger indicating the risk of the drowsy driving occurs, repeatedly, it may be possible to detect the risk of the drowsy driving and output the warning according to the degree of the risk or to provide a feedback such as automatically changing the route, i.e., changing the route to a rest area. The trigger indicating the risk of the drowsy driving may be acquired by manually measuring the driver's state and the vehicle state, e.g., a case in which a hear rate is reduced, a case in which a front and rear clearance is a reference distance or more, a case in which the vehicle speed is a reference speed or less, or by active measurement via the dialogue, e.g., a case of uttering a question to a driver and measuring a driver's response speed to the question.

When a user inputs an utterance indication an emotion, the dialogue system **100** may not extract a certain domain or an action from the user's utterance. However, the dialogue system **100** may identity the user's intent by using the surrounding environment information, the vehicle state information and the user state information, and then continue the dialogue. As mentioned above, the embodiment may be performed by resolving the ambiguity of the user's utterance through the ambiguity solver **123**.

In addition, when the passenger boards in the vehicle, the dialogue system **100** may determine the boarding of the passenger and output the pre-utterance for identifying the passenger. Particularly, when the passenger boards in the vehicle, the dialogue system **100** may determine the boarding of the passenger through the speech input or the input except for speech, and utter a question (e.g., who are you? Tell me your name) for identifying the identity of the passenger. The dialogue system **100** may receive the passenger's utterance related to the question, and actively identify the passenger through the dialogue.

In addition, when the change in the number of passengers in the vehicle is estimated, the dialogue system **100** may output the pre-utterance related to the estimation result of the change in the number of passengers. Particularly, the dialogue system **100** may receive the dialogue among occupants in the vehicle through the speech input, and estimate the possibility of exiting the vehicle for each passenger and the possibility of re-boarding the vehicle after exiting for each passenger so as to output the pre-utterance related to the estimation result of the change in the number of passengers.

Hereinafter an example of dialogue processing using the dialogue system **100** will be described in details.

FIGS. **33** to **45** are views illustrating a particular example in which the dialogue system **100** processes an input,

manages a dialogue, and outputs a result when a user inputs an utterance related to a route guidance.

As illustrated in FIG. **33**, when a user input an utterance "let's go to Seoul station we went yesterday" the speech recognizer **111***a* may output the user's speech as the utterance in the text form (let's go to Seoul station we went yesterday).

The natural language understanding portion **111***b* may perform the morphological analysis and output [domain: navigation], [action: route guidance], [speech act; request], and [parameter: NLU: destination: Seoul station] from a morphological analysis result (yesterday/NNG, went/VV, Seoul station/NNP, go/VV), by referring to the domain/action inference rule DB **141** and then input them to the dialogue input manager **111***c*.

Referring to FIG. **34**, while transmitting the natural language understanding result of the natural language understanding portion **111***b* to the context understanding portion **112***c*, the dialogue input manager **111***c* may request that the context understanding portion **112***c* send additional information when additional information is present in the context understanding portion **112***c*.

The context understanding portion **112***c* may search the context understating table **145** and extract a fact that context information related to [domain: navigation] and [action: route guidance], is the current position" and the type of the context information is GPS value.

The context understanding portion **112***c* may acquire a GPS value of the current position by searching the context information DB **142**. When the GPS value of the current position is not stored in the context information DB **142**, the context understanding portion **112***c* may request the GPS value of the current position to the context information collection manager **112***b*.

The context information collection manager **112***b* may transmit a signal to the context information collector **112***a* so that the context information collector **112***a* collects the GPS value of the current position. The context information collector **112***a* may collect the GPS value of the current position from the vehicle controller **240** and then store the GPS value of the current position in the context information DB **142** while sending a GPS value collection confirmation signal to the context information collection manager **112***b*. When the context information collection manager **112***b* transmits the GPS value collection confirmation signal to the context understanding portion **112***c*, the context understanding portion **112***c* may acquire the GPS value of the current position from the context information DB **142** and then transmit the GPS value of the current position to the dialogue input manager **111***c*.

The dialogue input manager **111***c* may combine [domain: navigation], [action: route guidance], [speech act; request], [parameter: NLU; destination: Seoul station] and [context information: current position: Uiwang station (GPS value)] which are the natural language understanding result and then transmit the combined information to the dialogue manager **120**.

Referring to FIG. **35**, the dialogue flow manager **121** may search the dialogue and action state DB **147** and determine whether dialogue task or action task, which is currently progressing, is present. In this time, the dialogue flow manager **121** may refer to the dialogue policy DB **148**. According to the embodiment, it is assumed that dialogue task or action task, which is currently progressing, is not present.

The dialogue flow manager **121** may request that the dialogue action manager **122** generate an action task and dialogue task corresponding to the output of the input processor **110**. The generation of the action task and dialogue task may represent designating a storage space for storing and managing the information related to the action state and the dialogue state.

Therefore, the dialogue action manager **122** may designate the storage space in the dialogue and action state DB **147** to store the information related to the action state and the dialogue state.

The dialogue action manager **122** may transmit the action state and the dialogue state to the action priority determiner **125**.

The action priority determiner **125** may search for the vehicle state check and the gasoline station recommendation which are related to the route guidance, in the relational action DB **146***b*. The route guidance action and the relational action may become candidate actions.

The action priority determiner **125** may determine the priority of the candidate actions according to the pre-stored rules. Before the execution condition of the candidate action is determined, the priority may be determined or alternatively after the execution condition of the candidate action is determined, the priority may be determined about only candidate action which satisfies the execution condition.

The candidate action list may be transmitted to the dialogue action manager **122**, again, and the dialogue action manager **122** may update the action state by adding the searched relational actions.

Referring to FIG. **36**, the action priority determiner **125** may search for an execution condition about each candidate action or parameters to determine the execution condition in the action execution condition DB **146***c*. The action priority determiner **125** may also determine the priority among the candidate actions.

For example, a condition for the vehicle state check may be a case in which a destination distance is equal to or greater than 100 km, wherein a parameter for determining the condition may correspond to the destination distance.

A condition for the gasoline station recommendation may be a case in which a destination distance is greater than a distance to empty (DTE), wherein a parameter for determining the condition may correspond to the destination distance and the distance to empty (DTE).

The dialogue action manager **122** may update the action state by adding the condition for executing the each candidate action and a parameter needed to determine the condition, to the dialogue and action state DB **147**.

The action priority determiner **125** may search for a parameter value that is needed to determine whether the candidate action satisfies the execution condition or not, in the dialogue and action state DB **147**, the context information DB **142**, the long-term memory **143**, or the short-term memory **144** and bring the parameter value from the dialogue and action state DB **147**, the context information DB **142**, the long-term memory **143**, or the short-term memory **144**.

When the parameter value is contained in the previous dialogue content, in the context information related to the dialogue content, or in the context information related to the generated event, the action priority determiner **125** may bring the parameter value from the dialogue and action state DB **147**.

When the action priority determiner **125** is not allowed to bring the parameter value from the dialogue and action state DB **147**, the context information DB **142**, the long-term memory **143**, or the short-term memory **144**, the action

priority determiner **125** may request the parameter value to the external information manager **126**.

For example, the destination distance may be brought from the external content server **300** providing a navigation service, and DTE may be brought from the context information DB **142** via the external information manager **126**. Meanwhile, in order to search for the destination distance, correct destination information used for the navigation service may be needed. In the embodiment, a destination which is input from the user's utterance may correspond to "seoul station", wherein "seoul station" may include a variety of places having a name started with "seoul station", and "Seoul station" having a particular meaning. Therefore, it may be difficult to search for a correct destination distance by using only "seoul station"

As needed, it may be possible to bring the parameter value from the mobile device **400** connected to the vehicle **200**. For example, when user information, e.g., contacts, and schedule which are not stored in the long-term memory **143**, is needed as the parameter value, the external information manager **126** may request the needed information to the mobile device **400** and then acquire the needed parameter value.

When it may be impossible to acquire the parameter value via the storage **140**, the external content server **300** and the mobile device **400**, it may be possible to acquire the needed parameter value by asking the user.

The action priority determiner **125** may determine the execution condition of the candidate action by using the parameter value. Since the destination distance is not searched, the determination of the execution condition related to the vehicle state check action and the gasoline station recommendation may be postponed.

As illustrated in FIG. **37**, the dialogue action manager **122** may update the action state by adding the acquired parameter value and whether to meet the action execution condition, which is determined by using the corresponding parameter value, to the dialogue and action state DB **147**.

The dialogue action manager **122** may request the parameter list used to execute the candidate actions, to the parameter manager **124**.

The parameter manager **124** may acquire the current position and destination as the necessary parameter used for the execution of the route guidance action, from the action parameter DB **146***a* and extract the route type (initial value: fast route) as the alternative parameter.

The parameter manager **124** may acquire check part (initial value: entire part) used for the execution of the vehicle state check action, as the alternative parameter, and extract the favorite gasoline station (initial value: A-oil) as the alternative parameter used for the execution of the gasoline station recommendation action.

The extracted parameter list may be transmitted to the dialogue action manager **122** and used for updating the action state.

The parameter manager **124** may search for the corresponding parameter value in the reference position of each parameter in the dialogue and action state DB **147**, the context information DB **142**, the long-term memory **143** and the short-term memory **144** to acquire a parameter value corresponding to the necessary parameter and the alternative parameter of the candidate actions. When it is needed that the parameter value is provided via the external service, the parameter manager **124** may request the needed parameter value to the external content server **300** via the external information manager **126**.

The parameter used to determine the execution condition of the candidate action and the parameter used to execute the candidate action may be duplicated. When there is a parameter corresponding to a parameter (necessary parameter and alternative parameter) used to execute the candidate actions, among the parameter values, which is acquired by the action priority determiner **125** and then stored in the dialogue and action state DB **147**, the corresponding parameter may be used.

Referring to FIG. **38**, the dialogue action manager **122** may update the action state by adding the parameter value acquired by the parameter manager **124**.

As mentioned above, when using a destination (seoul station) extracted from the user's utterance as the parameter of the route guidance action, there may be the ambiguity. Therefore, a parameter of the route guidance action (destination), a parameter of the vehicle state check action (destination distance), and a parameter of the gasoline station recommendation (destination distance) may be not yet acquired.

The ambiguity solver **123** may check whether there is the ambiguity when [parameter: NLU: destination: seoul station] is converted into a destination parameter appropriate for the route guidance action. As mentioned above, "seoul station" may include different kind of places having a name started with "seoul station", and "Seoul station" having a particular meaning by a user.

The ambiguity solver **123** may confirm that there is a modifier for "seoul station" among the user utterance, by referring to the morphological analysis result. The ambiguity solver **123** may search for the schedule, the moving position and the contact, in the long-term memory **143** or the short-term memory **144** to identify the location of "seoul station we went yesterday"

For example, the ambiguity solver **123** may confirm that "seoul station we went yesterday" is "Seoul station exit 4", from the user's moving position performed yesterday. After confirming that POI, e.g., "Seoul station exit 4" is present, the ambiguity solver **123** may bring the corresponding value.

The destination information acquired by the ambiguity solver **123** may be transmitted to the dialogue action manager **122** and the dialogue action manager **122** may update the action state by adding "Seoul station exit 4" to the destination parameter of the candidate action.

The parameter manager **124** may bring the destination information (Seoul station exit 4) from the dialogue and action state DB **147** and request a destination distance value to the external content server **300** providing the navigation service via the external information manager **126**.

Referring to FIG. **39**, when the external information manager **126** acquires the destination distance value (80 km) from the external content server **300** and then transmit the destination distance value to the parameter manager **124**, the parameter manager **124** may transmit the destination distance value to the dialogue action manager **122** to allow the action state to be updated.

The action priority determiner **125** may determine whether the candidate actions is executable by referring to the action state, and adjust the priority of the candidate actions. It may be determined that the route guidance action is executable since the parameter value of the current position and destination which are the necessary parameter are acquired. It may be determined that the vehicle state check action is not executable since the destination distance (70 km) is less than 100 km. It may be determined that the

gasoline station recommendation action is executable since the destination distance (80 km) is greater than DTE.

Since the vehicle state check action is not executable, the vehicle state check action may be excluded from the determination of the priority. Therefore, the route guidance action may be ranked as the first and the gasoline station recommendation action may be ranked as the second.

The dialogue action manager **122** may update the action state according to whether the candidate action is executable or not, and the modified priority.

The dialogue flow manager **121** may check the dialogue state and the action state stored in the dialogue and action state DB **147** and may develop a dialogue strategy to continue the dialogue by referring to the dialogue policy DB **148**. For example, the dialogue flow manager **121** may select the highest priority action among the executable actions, and the dialogue flow manager **121** may request that the response generation manager **131** generate a response for the progress of the dialogue according to the dialogue policy DB **148**.

The dialogue state and the action state stored in the dialogue and action state DB **147** may be updated to [state: confirm route guidance start]

Referring to FIG. **40**, the response generation manager **131** may request the generation of the response to the dialogue response generator **132** in response to the request of the dialogue flow manager **121**.

The dialogue response generator **132** may generate a TTS response and a text response by searching the response template **149**. For example, the dialogue response generator **132** may generate a dialogue response configured to output "It is expected to take 30 minutes from Uiwang station to Seoul station Exit 4. Do you want to start the guidance?" as TTS and text form.

As another example, the dialogue flow manager **121** may transmit the pre-utterance event to the dialogue response generator **132**. Accordingly, the dialogue response generator **132** may generate a dialogue configured to output "Who are you?, Tell me your name" as TTS and text form. Alternatively, the dialogue response generator **132** may generate a dialogue configured to output "A will exit at the stop-over point" as TTS and text form. In other words, the dialogue response generator **132** may generate a question for identifying the passenger when the passenger boards, and also the dialogue response generator **132** may determine the possibility of each passenger exiting the vehicle and the possibility of each passenger re-boarding the vehicle after exiting and generate a dialogue thereabout.

The response generation manager **131** may transmit TTS response and text response generated by the dialogue response generator **132** to the output manager **133** and the memory manager **135**, and the output manager **133** may transmit the TTS response to the speaker **232** and transmit the text response to the display **231**. In this time, the output manager **133** may transmit the TTS response to the speaker **232** after passing thorough the TTS module configured to combine the text to the speech.

The memory manager **135** may store that a user requests the route guidance, in the short-term memory **144** or the long-term memory **143**.

The dialogue response configured to ask "It is expected to take 30 minutes from Uiwang station to Seoul station Exit 4. Do you want to start the guidance?" may be output via the display **231** and the speaker **232**. As illustrated in FIG. **41**, when a user utters "yes", the user's utterance may be input to the speech recognizer **111***a* and then output as [text: yes] and the natural language understanding portion **111***b* may output [domain:-], [action:-], [speech act:-], and [morphological analysis result: yes/IC]

The natural language understanding result may be transmitted to the dialogue input manager **111***c* and the dialogue input manager **111***c* may transmit the natural language understanding result to the dialogue manager **120**.

Referring to FIG. **42**, the dialogue flow manager **121** may search the dialogue and action state DB **147** and analyze the previous dialogue state. The dialogue flow manager **121** may request that the dialogue action manager **122** update dialogue/action related to [route guidance] that is currently executed.

The dialogue action manager **122** may update the dialogue state and the action state to [state: route guidance start].

The dialogue flow manager **121** may request that the result processor **130** generate a response for starting the route guidance.

Referring to FIG. **43**, the dialogue action manager **122** may update the dialogue state to [state: next dialogue progress] and update the action state to [state: execute].

The dialogue flow manager **121** may request that the response generation manager **131** generate a response for the route guidance.

The dialogue response generator **132** may generate a dialogue response configured to output "start route guidance" as TTS and text form, and then transmit the dialogue response to the response generation manager **131**.

The command generator **136** may generate a command for executing the route guidance [target: navigation, command: route guidance, destination: Seoul station exit 4, departure: Uiwang station], and then transmit the command to the response generation manager **131**.

The response generation manager **131** may transmit the generated dialogue response and command to the output manager **133**. The output manager **133** may output the dialogue response via the display **231** and the speaker **232**. The output manager **133** may transmit the route guidance command to the AVN **230** of the vehicle **200** via the vehicle controller **240** or to the external content server **300** providing the navigation service.

Referring to FIG. **44**, the dialogue flow manager **121** may select the gasoline station recommendation as the next executable action, and request that the response generation manager **131** generate a response, which is configured to ask a user whether to recommend the gasoline station.

The dialogue state and the action state may be updated to [state: check related service recommendation].

The response generation manager **131** may request that the dialogue response generator **132** generate a TTS response and a text response, and the dialogue response generator **132** may generate a dialogue response configured to output "there is not enough fuel to reach the destination. Do you want to add A-oil station to the stop-over?" in the TTS and text form. The dialogue response generator **132** may transmit the TTS and text to the response generation manager **131**.

The response generation manager **131** may transmit the TTS response and text response generated by the dialogue response generator **132** to the output manager **133** and the memory manager **135**, and the output manager **133** may transmit the TTS response to the speaker **232** and transmit the text response to the display **231**.

The dialogue response configured to ask "there is not enough fuel to reach the destination. Do you want to add A oil station to the stop-over?" may be output via the display **231** and the speaker **232**. As illustrated in FIG. **45**, when a

user utters "no", the user's utterance may be input to the speech recognizer **111***a* and then output as [text: no] and the natural language understanding portion **111***b* may output [domain:-], [action:-], [speech act:-], and [morphological analysis result: no/IC]

The dialogue flow manager **121** may request the dialogue action manager **122** update the dialogue state and the action state.

The dialogue action manager **122** may update the dialogue state to [state: next dialogue progress] and update the action state to [state: CANCEL].

The dialogue flow manager **121** may request that the response generation manager **131** generate a response indicating that the gasoline station recommendation service is cancelled, and the dialogue flow manager **121** may check whether a dialogue to be sequentially continued, is present. When the dialogue to be sequentially continued, is not present, the dialogue flow manager **121** may update the dialogue state to [state: IDLE] and wait for the user's input.

The above mentioned flow of the data processing is merely an example applied to the dialogue system **100**. Therefore, the order of processing data by each component of the dialogue system **100** is not limited to the above mentioned example, and thus the plurality of components may process the data at the same time or the plurality of components may process the data in an order that is different from the above mentioned example.

Hereinafter according to an embodiment, a dialogue processing method will be described. According to an embodiment, the dialogue processing method may be applied to the above mentioned dialogue system **100** or the vehicle **200** provided with the dialogue system **100**. Therefore, the description of FIGS. **1** to **45** will be applied to the dialogue processing method in the same manner.

FIG. **46** is a flowchart illustrating a method of processing a user's input in a dialogue processing method in accordance with an embodiment. The method of processing the user's input may be performed in the input processor **110** of the dialogue system **100**.

Referring to FIG. **43**, when a user's utterance is input (YES in **500**), the speech recognizer **111***a* may recognize the input user's utterance (**510**). The user's utterance may be input to the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form.

The natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form, (**520**) and output a result of the natural language understanding.

Particularly, the natural language understanding process (**520**) may include performing morphological analysis on the utterance in the form of text (**521**), extracting a domain from the utterance based on the morphological analysis result (**522**), recognizing an entity name (**523**), analyzing a speech act (**524**) and extracting an action (**525**).

The extraction of the domain, the recognition of the entity name and the extraction of the action may be performed by referring to the domain/action inference rule DB **141**.

The output of the natural language understanding portion **111***b*, i.e., the result of the natural language understanding, may include a domain, an action, a speech act, and a result of the morphological analysis corresponding to the user's utterance.

The context information related to the extracted action may be searched (**530**). The context information related to the extracted action may be stored in the context understating table **145**. The context understanding portion **112***c* may search for the context information related to the extracted action, in the context understating table **145** and the context information processor **112** may bring the information value of the searched context information from the context information DB **142**, the long-term memory **143** or the short-term memory **144**.

When additional context information is needed (YES in **540**), that is a case in which context information is not acquired from the context information DB **142**, the long-term memory **143** or the short-term memory **144**, the context understanding portion **112***c* may request the collection of the corresponding context information (**550**). The input except for the speech, e.g., the vehicle state information, the surrounding environment information, and the driver information may be input via the context information collector **112***a*, which is performed separately from the input of the user's utterance.

The information may be periodically input or input only when a certain event occurs. In addition, the information may be periodically input and then additionally input when a certain event occurs. In any cases, when the collection of the information is requested, the corresponding information may be actively collected.

Therefore, when the context information related to the action is already collected, the corresponding information may be brought from the context information DB **142**, the long-term memory **143** or the short-term memory **144** or otherwise, the corresponding information may be collected via the context information collector **112***a*.

When the context information collector **112***a* receiving the request for collecting the context information collects the corresponding context information and stores the information in the context information DB **142**, the context understanding portion **112***c* may bring the corresponding context information from the context information DB **142**.

When the context information collection manager **112***b* determines that a certain event occurs since data collected by the context information collector **112***a* satisfies a predetermined condition, the context information collection manager **112***b* may transmit an action trigger signal to the context understanding portion **112***c*.

The context understanding portion **112***c* may search the context understating table **145** for searching for context information related to the corresponding event, and when the searched context information is not stored in the context understating table **145**, the context understanding portion **112***c* may transmit a context information request signal to the context information collection manager **112***b*, again.

When the collection of the needed context information is completed, the result of the natural language understanding and the context information may be transmitted to the dialogue manager **120** (**560**). When the event occurs, information related to the event (which event occurs) and the context information related to the occurred event may be also transmitted.

FIG. **47** is a flowchart illustrating a method of managing the dialogue using the output of the input processor in the dialogue processing method in accordance with an embodiment. The dialogue processing method may be performed by the dialogue manager **120** of the dialogue system **100**.

Referring to FIG. **47**, the dialogue flow manager **121** may search for the related dialogue history in the dialogue and action state DB **147** (**600**).

In the embodiment, the case in which the domain and action is extracted from the user's utterance has been

described as an example, but there may be a case in which it is impossible to extract a domain and an action from the user's utterance, since there is the ambiguity in the utterance content or the context. In this case, the dialogue action manager **122** may generate a random dialogue state and the ambiguity solver **123** may identify the user's intent based on the content of the user's utterance, the environment condition, the vehicle state, and the user information, and determine an action appropriate for the user's intent.

When the related dialogue history is present (YES in **600**), the related dialogue history may be referred (**690**). When the related dialogue history is not present (NO in **600**), new dialogue task and action task may be generated (**610**).

A related action list, which is related to the action extracted from the user's utterance (hereinafter refer to input action), may be searched in the relational action DB **146***b* and candidate actions list may be generated (**620**). The input action and actions related to the input action may correspond to the candidate actions list.

The execution condition according to each candidate action may be searched in the action execution condition DB **146***c* (**620**). The execution condition may represent a necessary condition for the execution of the action. Therefore, when the corresponding condition is met, it may be determined that the action is executable but when the corresponding condition is not met, it may be determined that the action is not executable. In the action execution condition DB **146***c*, information related to the type of the parameter used for determining the action execution condition may be also stored.

The parameter value used for determining the action execution condition may be acquired (**640**). The parameter used for determining the action execution condition may be referred to as the condition determination parameter. The parameter value of the condition determination parameter may be acquired by searching the context information DB **142**, the long-term memory **143**, the short-term memory **144** or the dialogue and action state DB **147**. When it is needed that the parameter value of the condition determination parameter is provided via the external service, the needed parameter value may be provided from the external content server **300** via the external information manager **126**.

When it is impossible to acquire the needed parameter value due to the ambiguity in the context and the utterance, the needed parameter value may be acquired by resolving the ambiguity using the ambiguity solver **123**.

Although the acquired parameter is an ineffective parameter having difficulties in the action execution condition determination, the ambiguity solver **123** may acquire the effective parameter from the ineffective parameter.

Based on the acquired condition determination parameter, whether each candidate action is executable may be determined (**650**), and the priority of the candidate actions may be determined (**660**). The rule for determining the priority of the candidate actions may be pre-stored. The action priority determiner **125** may determine the priority of the candidate actions by considering only the executable candidate actions after determining whether each candidate action is executable. Alternatively, after determining the priority of the candidate actions regardless whether each candidate action is executable, it may be possible to modify the priority of the candidate actions based on whether each candidate action is executable.

The parameter list used for executing the candidate actions may be searched in the action parameter DB **146***a* (**670**). The parameter used for executing the candidate actions may correspond to the action parameter. The action parameter may include a necessary parameter and an alternative parameter.

The parameter value used for executing the candidate actions may be acquired (**680**). The parameter value of the action parameter may be acquired by searching the context information DB **142**, the long-term memory **143**, the short-term memory **144** or the dialogue and action state DB **147**. When it is needed that the parameter value of the action parameter is provided via the external service, the needed parameter value may be provided from the external content server **300** via the external information manager **126**.

When it is impossible to acquire the needed parameter value due to the ambiguity in the context and the utterance, the needed parameter value may be acquired by resolving the ambiguity using the ambiguity solver **123**.

Although the acquired parameter is an ineffective parameter having difficulties in the action execution condition determination, the ambiguity solver **123** may acquire the effective parameter from the ineffective parameter.

The dialogue state and the action state managed by the dialogue action manager **122** may be performed by the above mentioned steps and the dialogue state and the action state may be updated whenever the state is changed.

When all of the obtainable parameter values are obtained, the dialogue flow manager **121** may transmit information related to the candidate actions and the dialogue state, to the result processor **130**. According to the dialogue policy, the dialogue flow manager **121** may transmit the information related to the action corresponding to the first priority or information related to the plurality of the candidate actions.

When the needed parameter value is acquired through only the user since the needed parameter value is not present in the external content server **300**, the long-term memory **143**, the short-term memory **144** and the context information DB **142**, it may be possible to output a dialogue response for asking parameter values to a user.

FIG. **48** is a flowchart illustrating a result processing method for generating a response corresponding to a result of the dialogue management in the dialogue processing method in accordance with an embodiment. The result processing method may be performed by the result processor **130** of the dialogue system **100**.

Referring to FIG. **48**, when the generation of the dialogue response is needed (YES in **700**), the dialogue response generator **132** may search the response template **149** (**710**). The dialogue response generator **132** may acquire a dialogue response template corresponding to the current dialogue state and action state, and fill the response template with the needed parameter value so as to generate the dialogue response (**720**).

When the parameter value needed for the generation of the dialogue response is not transmitted from the dialogue manager **120**, or when an introduction of using the external content, is transmitted, the needed parameter value may be provided from the external content server **300** or searched in the long-term memory **143**, the short-term memory **144** or the context information DB **142**. When the needed parameter value is acquired through only the user since the needed parameter value is not present in the external content server **300**, the long-term memory **143**, the short-term memory **144** and the context information DB **142**, it may be possible to generate a dialogue response for asking parameter values to the user.

When the generation of the command is needed (**760**), the command generator **136** may generate the command for the vehicle control or the external content (**770**).

The generated dialogue response or command may be input to the output manager **133** and the output manager **133** may determine the output order between the dialogue response and the command or the output order among the plurality of the commands (**730**).

The memory may be updated based on the generated dialogue response or command (**740**). The memory manager **135** may update the short-term memory **144** by storing the dialogue content between the user and the system based on the generated dialogue response or command, and update the long-term memory **143** by storing the information related to the user acquired through the dialogue with the user. The memory manager **135** may update the user's preference and the vehicle control history stored in the long-term memory **143** based on the generated and output vehicle control and external content request.

The output manager **133** may output the response by transmitting the dialogue response and command to an appropriate output position (**750**). TTS response may be output via the speaker **232** and text response may be output on the display **231**. The command may be transmitted to the vehicle controller **240** according to the control target, or to the external content server **300**. In addition, the command may be transmitted to the communication device **280** configured to communicate with the external content server **300**.

FIGS. **49** to **51** is a flowchart illustrating a case in which the dialogue system outputs a pre-utterance before a user inputs an utterance in the dialogue processing method in accordance with an embodiment.

Referring to FIG. **49**, the context information collector **112***a* and the context information collection manager **112***b* collect the context information (**810**). Particularly, the vehicle controller **240** may input information acquired by the sensor provided in the vehicle, e.g., a remaining amount of fuel, an amount of rain, a rain speed, surrounding obstacle information, a speed, an engine temperature, a tire pressure, current position, and driving environment information, to the context information processor **112**. The user information input via the information except for speech input device **220** and information acquired from the external content server **300** or the external device may be input to the context information processor **112**. The collected context information may be stored in the context information DB **142**, the long-term memory **143**, or the short-term memory **144**.

The pre-utterance determiner **151** determines the pre-utterance condition based on the context information (**811**). The pre-utterance condition may be stored in the pre-utterance condition table **145***a*. As illustrated in FIGS. **25**A to **25**D, the pre-utterance condition related to the context information may be stored for each context information in the pre-utterance condition table **145***a*.

When the context information transmitted from the context information DB **142**, the long-term memory **143**, or the short-term memory **144** satisfies the pre-utterance condition (YES in **812**), the pre-utterance determiner **151** determines that it is the pre-utterance context, and generates the pre-utterance trigger signal (**813**).

The pre-utterance determiner **151** extracts an action corresponding to the pre-utterance context (**814**). As illustrated in FIG. **25**C, an action corresponding to the pre-utterance context may be pre-stored in the pre-utterance condition table **145***a*. The pre-utterance determiner **151** may acquire an action corresponding to the pre-utterance context, from the pre-utterance condition table **145***a*. In addition, the pre-utterance determiner **151** may generate an action corresponding to the pre-utterance context, according to the established rules.

When the pre-utterance determiner **151** transmits the pre-utterance trigger signal with the action corresponding to the pre-utterance context, to the dialogue input manager **111***c*, the dialogue input manager **111***c* transmits the action corresponding to the pre-utterance context, to the dialogue manager **120** (**815**). In this case, it may be possible to transmit the pre-utterance trigger signal with a signal indicating the pre-utterance context.

After the action corresponding to the pre-utterance context is transmitted to the dialogue manager **120**, a series of process, such as the generation of the dialogue task and the action task, and the acquirement of the action parameter, may be performed as illustrated in FIG. **47**. When other dialogue task or action task is performed, the dialogue flow manager **121** may firstly generate and process the task related to pre-utterance context or may select the priority according to the established rules.

When the dialogue manager **120** transmits information related to the action that is firstly performed, to the result processor **130**, the dialogue response generator **132** may acquire a dialogue response template by searching the response template **149**, and generate the dialogue response by filling the extracted dialogue response template with the parameter value. The generated dialogue response may be transmitted to the output manager **133** via the response generation manager **131**. The output manager **133** may output the generated dialogue response via the speaker provided in the vehicle **200** or the mobile device **400**.

Further, it may be possible to obtain or generate the pre-utterance message as it is, corresponding to the pre-utterance context. Referring to FIG. **50**, the context information collector **112***a* and the context information collection manager **112***b* collect the context information (**820**) and the pre-utterance determiner **151** determines the pre-utterance condition based on the context information (**821**).

When the context information transmitted from the context information DB **142**, the long-term memory **143**, or the short-term memory **144** satisfies the pre-utterance condition (YES in **822**), the pre-utterance determiner **151** determines that it is the pre-utterance context, and generates the pre-utterance trigger signal (**823**).

The pre-utterance determiner **151** extracts a pre-utterance message corresponding to the pre-utterance context (**824**). As illustrated in FIGS. **25**A, **25**B, **250** and **25**D, a pre-utterance message corresponding to the pre-utterance context may be pre-stored in the pre-utterance condition table **145***a*. The pre-utterance message stored in advance may be a content indicating the current context or a content which firstly suggests the execution of the certain function or the service needed for the pre-utterance context. In addition, the pre-utterance determiner **151** may generate a pre-utterance message according to the established rules.

When the pre-utterance determiner **151** transmits the pre-utterance trigger signal with the pre-utterance message, to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message, to the dialogue manager **120** (**825**). In this case, it may be possible to transmit the pre-utterance trigger signal with a signal indicating the pre-utterance context.

The dialogue manager **120** may generate the dialogue task for outputting the transmitted pre-utterance message, and transmit the dialogue task to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

Further, it may be possible to extract a virtual user utterance corresponding to the pre-utterance context. Referring to FIG. **51**, the context information collector **112***a* and

the context information collection manager **112***b* collect the context information (**830**) and the pre-utterance determiner **151** determines the pre-utterance condition based on the context information (**831**).

When the context information transmitted from the context information DB **142**, the long-term memory **143**, or the short-term memory **144** satisfies the pre-utterance condition (YES in **832**), the pre-utterance determiner **151** determines that it is the pre-utterance context, and generates the pre-utterance trigger signal (**833**).

The pre-utterance determiner **151** extracts a virtual user utterance corresponding to the pre-utterance context (**834**). Although not shown in the drawings, a virtual user utterance corresponding to the pre-utterance context may be pre-stored in the pre-utterance condition table **145***a*. The pre-utterance determiner **151** may acquire the virtual user utterance corresponding to the pre-utterance context from the pre-utterance condition table **145***a*. In addition, the pre-utterance determiner **151** may generate a virtual user utterance corresponding to the pre-utterance context, according to the established rules.

When the pre-utterance determiner **151** transmits the virtual user utterance in the text form, to the natural language understanding portion **111***b* (**835**), the natural language understanding portion **111***b* may acquire a domain and action from the virtual user utterance, in the same manner as a case in which the user actually utters.

The dialogue input manager **111***c* transmits the pre-utterance trigger signal with the result of natural language understanding, to the dialogue manager **120** (**836**). The result of natural language understanding may include a domain and action extracted from the virtual user utterance, and the extracted domain and action may become a domain and action corresponding to the pre-utterance context.

For example, according to the mobile gateway method in which the mobile device **400** acts as a gateway between the vehicle and the dialogue system **100**, the dialogue system client **470** of the mobile device **400** may perform some of operations of the pre-utterance determiner **151**. In this case, the dialogue system client **470** may generate the virtual user utterance corresponding to the pre-utterance context and transmit the virtual user utterance to the natural language understanding portion **111***b*.

After the pre-utterance trigger signal with the result of natural language understanding are transmitted to the dialogue manager **120**, a series of process, such as the generation of the dialogue task and the action task, and the acquirement of the action parameter, may be performed as illustrated in FIG. **47**. When other dialogue task or action task is performed, the dialogue flow manager **121** may firstly generate and process the task related to pre-utterance context or may select the priority according to the established rules.

When the dialogue manager **120** transmits information related to the action that is firstly performed, to the result processor **130**, the dialogue response generator **132** may acquire a dialogue response template by searching the response template **149**, and generate the dialogue response by filling the extracted dialogue response template with the parameter value. The generated dialogue response may be transmitted to the output manager **133** via the response generation manager **131**. The output manager **133** may output the generated dialogue response via the speaker provided in the vehicle **200** or the mobile device **400**.

FIG. **52** is a flowchart illustrating of processing a duplicate task when the dialogue system outputs a pre-utterance before a user inputs an utterance in the dialogue processing method in accordance with an embodiment.

Referring to FIG. **52**, the context information collector **112***a* and the context information collection manager **112***b* collect the context information (**840**) and the pre-utterance determiner **151** determines the pre-utterance condition based on the context information (**841**).

The pre-utterance determiner **151** determines whether the context information transmitted from the context information DB **142**, the long-term memory **143**, or the short-term memory satisfies the pre-utterance condition, and when the context information satisfies the pre-utterance condition (YES in **842**), the duplicate task processor **152** determines whether a task related to the pre-utterance context that currently occurs, is duplicate or not (**843**).

Particularly, the duplicate task processor **152** may determine whether a task, such as a dialogue and an action related to the pre-utterance context that currently occurs, is already performed or is currently performed, based on the information, which is related to a task that is previously or currently performed in the dialogue system **100**, stored in the task processing DB **145***b*.

For example, when a dialogue related to the pre-utterance context that currently occurs is already performed, and when a reference period of time is not elapsed from the dialogue point of time, the duplicate task processor **152** may determine that the task related to the current pre-utterance context is a duplicate task. In addition, when the dialogue and action related to the current pre-utterance context is currently performed, the duplicate task processor **152** may determine that the task related to the current pre-utterance context is a duplicate task.

That is, the duplicate task processor **152** may determine whether the pre-utterance is already output or not and the user's intent about the pre-utterance context, based on the dialogue history and whether the task is performed or not, which are stored in the task processing DB **145***b*. The duplicate task processor **152** may determine whether it is a duplicate task or not, based on the stored dialogue time, the user's intent or whether the task is processed or not.

When it is identified that the task related to the current pre-utterance context is a duplicate task (YES in **843**), the duplicate task processor **152** terminates the pre-utterance context.

When it is determined that the task related to the current pre-utterance context is not a duplicate task (NO in **843**), it may be possible to perform the pre-utterance operation as illustrated in the above-mentioned embodiment (**844**). For example, it may be possible to transmit the pre-utterance trigger signal and the action or the pre-utterance message corresponding to the pre-utterance context, to the dialogue manager **120**. In addition, it may be possible to transmit the virtual user utterance corresponding to the pre-utterance context, to the natural language understanding portion **111***b*, and transmit the result of natural language understanding and the pre-utterance trigger signal, to the dialogue manager **120**.

According to the above-mentioned embodiment, it is assumed that additional components, such as the pre-utterance determiner **151**, and the duplicate task processor **152** and additional storage, such as the pre-utterance condition table **145***a* and the task processing DB **145***b* are used to perform the dialogue processing method for the pre-utterance. However, embodiments of the dialogue processing method are not limited thereto, but the context understanding portion **112***c* may perform the operation of the pre-utterance determiner **151** and the duplicate task processor **152** and the information stored in the pre-utterance condition

table **145***a* and the task processing DB **145***b* may be stored in the context understating table **145**.

The dialogue processing method according to an embodiment is not limited the order in the above mentioned flowchart. The flow according to the flowchart of FIGS. **44** to **52** may be merely an example applied to the dialogue processing method. Therefore, the plurality of steps may be performed at the same time it may be also possible to change the order of each step.

FIG. **53** is a flowchart illustrating a method of determining boarding of passenger on the vehicle and outputting a pre-utterance in the dialogue processing method in accordance with an embodiment.

Referring to FIG. **53**, the dialogue system **100** may determine boarding of a passenger based on at least one of the dialogue among occupants in the vehicle and the vehicle operation information (**5300**). For example, the dialogue system **100** may determine boarding of a passenger based on the dialogue among occupants in the vehicle that is input through the speech input processor **111**. The occupants in the vehicle may include a driver and at least one passenger, and the vehicle operation information may include operation information of the information except for speech input device **220**.

The determination of the boarding of the passenger performed by the dialogue system **100** may be performed for a certain period of time from when the vehicle **200** starts to drive or for a certain period of time from when the vehicle **200** stops driving.

The speech input processor **111** may distinguish each passenger's speech based on the dialogue among the occupants in the vehicle that is input through the speech input device **210** provided in the vehicle **200** and the speech input device **410** provided in the mobile device **400**.

The speech input processor **111** may detect each passenger by distinguishing each passenger's speech, which is input through the speech input device **210** and the speech input device **410** provided in the mobile device **400**, based on the speech characteristic information.

The speech characteristics may include at least one of verbal characteristics and non-verbal characteristics.

The dialogue among the occupants in the vehicle, which is input through the speech input processor **111** to determine boarding of passenger, may represent not an utterance for transmitting an intent to the vehicle **200**, but a dialogue among occupants including a driver in the vehicle.

In addition, the context information processor **112** of the dialogue system **100** may determine boarding of passenger based on the vehicle operation information. That is, the dialogue system **100** may determine boarding of passenger based on the vehicle operation information so as to determine whether there is a passenger whose boarding is not determined through the speech input processor **111** since the passenger does not participate in the dialogue.

The vehicle operation information may include at least one of window adjustment button operation information, seat adjustment button operation information, or air conditioner adjustment button operation information related to the passenger seat **245***b* and the rear seat **254***c* and **254***d*.

The context information processor **112** may determine boarding of a passenger based on the vehicle operation information.

That is, the input processor **110** may collect passenger boarding information indicating a context in which a passenger boards or a context in which a passenger does not board, through at least one of the speech input processor **111** and the context information processor **112**.

When the dialogue system **100** determines the boarding of the passenger for a certain period of time from when the vehicle **200** starts to drive or for a certain period of time from when the vehicle **200** stops driving (yes in **5300**), the dialogue system **100** may output a pre-utterance for requesting the identification information (**5310**). Particularly, when the boarding of the passenger is determined, the dialogue system **100** may output the pre-utterance for requesting the identification information.

For example, when the boarding of the passenger is determined, the dialogue system **100** may output the pre-utterance requesting identification information of the passenger, such as "who are you? Tell me your name".

The pre-utterance determiner **151** of the input processor **110** may determine whether to output a pre-utterance based on the pre-utterance condition, which is related to whether the boarding of the passenger is determined based on the context information related to the whether a passenger boards. In addition, when the context information related to the whether a passenger boards satisfies the pre-utterance condition corresponding to the determination of the boarding of the passenger, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the pre-utterance context related to that a passenger boards, such as "who are you? Tell me your name". When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may identify a passenger by receiving a passenger's utterance (**5320**). Particularly, the dialogue system **100** may identify the passenger by receiving the passenger's utterance about the pre-utterance message.

For example, the passenger may utter "I am 00" in response to the pre-utterance message requesting the identification information of the passenger. That is, the passenger may utter a message including his/her name in response to the pre-utterance message.

When the passenger's utterance is input, the speech input processor **111** recognizes the input passenger's utterance. The passenger's utterance may be input through the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form. The natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

The natural language understanding process may include performing morphological analysis on the utterance in the form of text, and recognizing a name based on the result of the morphological analysis.

In addition, the natural language understanding portion **111***b* may use a driver's phone book stored in the long term

memory **143** to increase the recognition rate of the name. Particularly, the natural language understanding portion **111***b* may increase the recognition rate of the name by comparing a name contained in the passenger's utterance with a name contained in the phone book.

The passenger determiner **111***d* may verify the name of the passenger based on the output of the natural language understanding portion **111***b*, so as to identify an identity of the passenger.

Accordingly, based on the passenger's utterance, the dialogue system **100** may identify the identity of the passenger uttering the message.

The passenger information on the identified passenger may be stored in the storage **140** in real time, wherein the passenger information may include personal identification information, one or more speech characteristics of the passenger's speech, and seating location information.

When the boarding of the passenger is not determined (no in **5300**), the dialogue system **100** may output the pre-utterance verifying whether the passenger is present (**5330**). Particularly, when the dialogue system **100** does not determine boarding of a passenger for a certain period of time from when the vehicle **200** starts to drive or for a certain period of time from when the vehicle **200** stops driving, the dialogue system **100** may output the pre-utterance verifying whether the passenger is present.

For example, when the dialogue system **100** does not determine boarding of a passenger for a certain period of time from when the vehicle **200** starts to drive or for a certain period of time from when the vehicle **200** stops driving, the dialogue system **100** may output the pre-utterance verifying whether a passenger is present, such as "Is there any other passenger to board?".

The pre-utterance determiner **151** may determine whether to output a pre-utterance based on the pre-utterance condition, which is related to the non-boarding of the passenger based on the context information related to the whether a passenger boards. In addition, when the context information related to the whether a passenger boards satisfies the pre-utterance condition related to that the passenger does not board, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the pre-utterance context in which the passenger does not board, such as "Is there any other passenger to board?". When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may verify whether a passenger is present by receiving a driver's utterance (**5340**). Particularly, the dialogue system **100** may verify whether a passenger is present by receiving the driver's utterance about the pre-utterance message.

For example, the driver may utter "no" or "yes" in response to the pre-utterance message verify whether a passenger is present. That is, the driver may utter a message including a response indicating the presence of the passenger in response to the pre-utterance message.

When the driver's utterance is input, the speech input processor **111** recognizes the input driver's utterance. The driver's utterance may be input through the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form. The natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

The natural language understanding portion **111***b* may recognize an entity name from the utterance. The entity name may be a proper noun, e.g., people names, place names, organization names, time, date, and currency and the entity name recognition may be configured to identify an entity name in a sentence and determine the type of the identified entity name. The natural language understanding portion **111***b* may acquire important keywords from the sentence using the entity name recognition and recognize the meaning of the sentence.

Particularly, the natural language understanding process may include performing morphological analysis on the utterance in the form of text, and recognizing an entity name based on the result of the morphological analysis.

The output of the natural language understanding portion **111***b* that is the result of the natural language understanding may include an entity name and a result of morphological analysis corresponding to the passenger's utterance.

The passenger determiner **111***d* may identify the presence of the passenger based on the output of the natural language understanding portion **111***b*.

Accordingly, the speech input processor **111** may verify the presence of the passenger based on the driver's utterance.

FIG. **54** is a flowchart illustrating a method of estimating a change in the number of passengers and outputting a pre-utterance in the dialogue processing method in accordance with an embodiment.

Referring to FIG. **54**, the dialogue system **100** may identify the passenger, as mentioned in FIG. **53** (**5400**). Particularly, the dialogue system **100** may determine the boarding of the passenger based on at least one of the dialogue among occupants in the vehicle and the vehicle operation information, and identify the passenger by using the pre-utterance.

The dialogue system **100** may generate passenger number information based on the dialogue among occupants in the vehicle (**5410**). Particularly, the dialogue system **100** may determine the possibility of exiting the vehicle at a certain stop-over point for each passenger and the possibility of re-boarding the vehicle after exiting at a certain stop-over point for each passenger by continuously receiving the dialogue among occupants in the vehicle.

For example, the speech input processor **111** of the dialogue system **100** may continuously receive the dialogue among occupants in the vehicle through the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form. The natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

The natural language understanding portion **111***b* may recognize an entity name from the utterance. The entity name may be a proper noun, e.g., people names, place names, organization names, time, date, and currency and the entity name recognition may be configured to identify an entity name in a sentence and determine the type of the identified entity name. The natural language understanding portion **111***b* may acquire important keywords from the sentence using the entity name recognition and recognize the meaning of the sentence.

Particularly, the natural language understanding process may include performing morphological analysis on the utterance in the form of text, and recognizing an entity name based on the result of the morphological analysis.

The output of the natural language understanding portion **111***b* that is the result of the natural language understanding may include an entity name and a result of morphological analysis corresponding to the passenger's utterance.

The passenger determiner **111***d* may estimate the change in the number of passengers based on the output of the natural language understanding portion **111***b*. Particularly, the passenger determiner **111***d* may estimate the change in the number of passengers at the certain stop-over point by analyzing the passenger's utterance.

The passenger determiner **111***d* may estimate that the certain passenger will exit at the certain stop-over point, based on the entity name and the morphological analysis result of the natural language understanding portion **111***b*.

The passenger determiner **111***d* may estimate that the certain passenger will exit at the certain stop-over point and then board again, based on the entity name and the morphological analysis result of the natural language understanding portion **111***b*.

In addition, the dialogue system **100** may estimate the number of the prospective passenger by determining the possibility of boarding of the called party by receiving the call conversation in the vehicle.

When the possibility of boarding of the prospective passenger is estimated, the dialogue system **100** may output a pre-utterance for verifying the possibility of boarding of the prospective passenger.

For example, when the possibility of boarding of the prospective passenger is estimated, the dialogue system **100** may output the pre-utterance for verifying the possibility of boarding of the prospective passenger, such as "who boards on the way? Tell me his/her name."

The pre-utterance determiner **151** may determine whether to output a pre-utterance based on the pre-utterance condition related to the estimation of the possibility of boarding, based on the context information related to whether a prospective passenger will board. In addition, when the context information related to whether a prospective passenger will board satisfies the pre-utterance condition related to the estimation of the possibility of boarding of the prospective passenger, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the pre-utterance context in which the prospective passenger will board, such as "who boards on the way? Tell me his/her name." When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may verify the possibility of boarding of the prospective passenger by receiving the passenger's utterance in the vehicle. Particularly, the dialogue system **100** may verify whether prospective passenger is present by receiving the passenger's utterance about the pre-utterance message.

The passenger determiner **111***d* may estimate the change in the number of passengers in the vehicle based on the output of the natural language understanding portion **111***b*. Particularly, the passenger determiner **111***d* may estimate the number of the prospective passengers based on the call conversation and also the passenger determiner **111***d* may estimate the possibility of exiting the vehicle for each passenger and the possibility of re-boarding the vehicle after exiting for each passenger based on the dialogue among the occupants in the vehicle.

The passenger determiner **111***d* may generate the passenger number information based on the estimation result of the change in the number of passengers.

That is, the passenger determiner **111***d* may generate the passenger number information based on the possibility of exiting the vehicle at the stop-over point for each passenger, the possibility of re-boarding the vehicle after exiting at the stop-over point for each passenger, and the possibility of boarding of the prospective passenger at the stop-over point.

Before arriving at the stop-over point, the dialogue system **100** may output a pre-utterance related to the estimation result of the change in the number of passengers based on the passenger number information (**5420**).

For example, when it is determined that the vehicle **200** is before arriving at the stop-over point, the dialogue system **100** may output the pre-utterance related to the estimation result of the change in the number of passengers, such as "A will exit at the stop-over point.", "B will re-board the vehicle after exiting at the stop-over point.", "C will not exit at the stop-over point.", and "D will board at the stop-over point".

That is, before arriving at the stop-over point, the dialogue system **100** may output the pre-utterance related to the possibility of exiting the vehicle at the stop-over point for each passenger, the possibility of re-boarding at the stop-over point for each passenger, and the possibility of boarding at the stop-over point contained in the passenger number information.

However, the dialogue system **100** may output the pre-utterance related to the estimation result of the change in the number of passengers based on the passenger number information, not only before arriving at the stop-over point, but also after arriving at the stop-over point.

In addition, contents, which is related to the possibility of exiting the vehicle at the stop-over point for each passenger, the possibility of re-boarding at the stop-over point for each passenger, and the possibility of boarding at the stop-over point, may include a message about the number of passengers exiting the vehicle, such as "see you again", and a message about a passenger who re-boards the vehicle after exiting, such as "have a nice trip and come back safely".

The dialogue system **100** may determine whether the vehicle is right before arriving at the stop-over point or the vehicle is right after arriving at the stop-over point, based on

the vehicle state information such as the vehicle position and the vehicle speed detected by the vehicle detector **260**.

Particularly, when a gear is placed on P stage, the dialogue system **100** may determine that the vehicle **200** arrives at the stop-over point, and when the speed is equal to or less than 10 kph, the dialogue system **100** may determine that the vehicle **200** is right before arriving at the stop-over point.

The pre-utterance determiner **151** may determine whether to output the pre-utterance based on the pre-utterance condition related to the estimation of the change in the number of passengers, based on the context information related to before arriving at a stop-over point. The pre-utterance determiner **151** may determine that the pre-utterance condition related to the estimation of the change in the number of passengers is satisfied based on the passenger number information transmitted from the passenger determiner **111***d*. In addition, when the context information related to before arriving at the stop-over point satisfies the pre-utterance condition related to the estimation of the change in the number of passengers, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the pre-utterance context in which the change in the number of passengers is estimated, such as "A will exit at the stop-over point.", "B will re-board after exiting the vehicle at the stop-over point.", "C will not exit at the stop-over point.", and "D will board at the stop-over point", based on the passenger number information. When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may compare the estimation result of the change in the number of passengers with the result of the change in the number of passengers after departing from the stop-over point, based on the passenger number information (**5430**).

The dialogue system **100** may determine whether the vehicle departs from the stop-over point or not, based on the vehicle state information such as the vehicle position and the vehicle speed detected by the vehicle detector **260**.

Particularly, the dialogue system **100** may determine that the vehicle departs from the stop-over point based on facts such as the parking brake is released, the ignition is turned on, or the brake pedal is turned on.

The dialogue system **100** may detect the boarding of the passenger through the speech input processor **111** and the context information processor **112** to determine the estimation result of the change in the number of passengers after departing from the stop-over point, and identify the passenger though the passenger determiner **111***d*.

Therefore, when it is determined that the vehicle **200** departs from the stop-over point, the passenger determiner **111***d* of the dialogue system **100** may compare the estimation result of the change in the number of passengers based on the passenger number information with the result of the change in the number of passengers after departing from the stop-over point.

In addition, the dialogue system **100** may output the pre-utterance to compare the estimation result of the change in the number of passengers with the result of the change in the number of passengers after departing from the stop-over point.

For example, the dialogue system **100** may output the pre-utterance verifying whether the estimation result of the change in the number of passengers is correct, so as to verify the estimation result of the change in the number of passengers after departing from the stop-over point. Particularly, the dialogue system **100** may output a pre-utterance determining whether the passenger, which is determined to exit at the stop-over point, exits at the stop-over point, such as "Does A exit?", and a pre-utterance determining whether the passenger, which is determined to re-board after exiting at the stop-over point, re-boards at the stop-over point, such as "Does B re-board?".

In addition, the dialogue system **100** may output a pre-utterance determining whether the passenger, which is determined not to exit at the stop-over point, does not exit at the stop-over point, such as "Does C remain?", and a pre-utterance determining whether the prospective passenger, which is determined to board at the stop-over point, boards at the stop-over point, such as "Does D board?".

The pre-utterance determiner **151** may determine whether to output the pre-utterance based on the pre-utterance condition related to whether the change in the number of passengers is estimated, based on the context information related to after departing from a stop-over point. The pre-utterance determiner **151** may determine that the pre-utterance condition related to the estimation of the change in the number of passengers is satisfied based on the passenger number information transmitted from the passenger determiner **111***d*. In addition, when the context information related to after departing from the stop-over point satisfies the pre-utterance condition related to the estimation of the change in the number of passengers, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the change in the number of passengers. When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may verify the result of the change in the number of passengers by receiving the passenger's utterance in the vehicle. Particularly, the passenger determiner **111***d* of the dialogue system **100** may verify the result of the change in the number of passengers by receiving the passenger's utterance corresponding to the pre-utterance message.

For example, the passenger may utter "yes, he/she is left" or "no, he/she boards" in response to the pre-utterance message asking whether the passenger, which is determined

to exit at the stop-over point, exits at the stop-over point, such as "Does A exit?". That is, the passenger in the vehicle may utter a message indicating of the result of the change in the number of passengers in response to the pre-utterance message asking whether the passenger, which is determined to exit at the stop-over point, exits at the stop-over point.

When the passenger's utterance in the vehicle is input, the speech input processor **111** recognizes the input passenger's utterance in the vehicle. The passenger's utterance may be input through the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form. The natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

Particularly, the natural language understanding process may include performing morphological analysis on the utterance in the form of text, and recognizing the result of the change in the number of passengers based on the result of the morphological analysis.

Accordingly, the passenger determiner **111***d* of the dialogue system **100** may verify the result of the change in the number of passengers based on the dialogue among the occupants in the vehicle.

The dialogue system **100** may output a pre-utterance related to the comparison result between the estimation result of the change in the number of passengers and the result of the change in the number of passengers after departing from the stop-over point (**5440**).

For example, the dialogue system **100** may output the pre-utterance message indicating that the estimation result of the change in the number of passengers is different from the result of the change in the number of passengers after departing from the stop-over point, such as "the number of current passengers is different from the estimation result of the change in the number of passengers", and the pre-utterance message indicating that the estimation result of the change in the number of passengers is the same as the result of the change in the number of passengers after departing from a stop-over point, such as "the number of current passengers is the same as the estimation result of the change in the number of passengers".

Particularly, the pre-utterance determiner **151** may determine whether to output the pre-utterance based on the pre-utterance condition related to whether the estimation result of the change in the number of passengers is compared with the result of the change in the number of passengers after departing from a stop-over point, based on the context information related to after departing from a stop-over point. The pre-utterance determiner **151** may determine that the pre-utterance condition is satisfied based on the comparison result between the result of the change in the number of passengers after departing from a stop-over point and the estimation result of the change in the number of passengers transmitted from the passenger determiner **111***d*. In addition, when the context information related to after departing from the stop-over point satisfies the pre-utterance condition related to the comparison between the estimation result of the change in the number of passengers and the result of the change in the number of passengers after departing from a stop-over point, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message indicating the comparison result based on the comparison result between the estimation result of the change in the number of passengers and the result of the change in the number of passengers after departing from the stop-over point. When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

Therefore, the driver may verify whether each passenger exits or boards, based on the comparison result between the estimation result of the change in the number of passengers and the result of the change in the number of passengers after departing from the stop-over point, and focus on the vehicle management, such as driving and parking without focusing on the passenger exiting or boarding the vehicle.

In addition, it may be possible to prevent a case in which the passenger is left at the stop-over point since he/she cannot re-board or a case in which the passenger cannot exit when the vehicle arrives at the stop-over point.

When the driving of the vehicle is terminated, the dialogue system **100** may store driving related information and passenger information on each passenger (**5450**).

For example, when the driving of the vehicle is terminated, the storage **140** of the dialogue system **100** may store information related to driving of the vehicle and passenger information on each passenger who boards while driving.

Particularly, the storage **140** of the dialogue system **100** may store driving-related information about driving of the vehicle such as a departure point of driving, a stop-over point, and a destination, and passenger information on a passenger such as personal identification information, speech characteristic information, seating location information, boarding time information, exit time information, boarding location information, and information related to location for exiting the vehicle.

That is, the storage **140** of the dialogue system **100** may store driving related information related to driving of the vehicle such as a departure point of driving, a stop-over point, and a destination, by collecting GPS values from the vehicle controller **240**.

In addition, the storage **140** of the dialogue system **100** may collect passenger identification information, speech characteristic information, seating location information, and passenger number information and store passenger information on a passenger such as passenger identification information, speech characteristic information, seating location information, boarding time information, exit information, boarding location information, and information related to location for exiting the vehicle.

FIG. **55** is a flowchart illustrating a method of determining boarding of passenger participating in a previous driving and outputting a pre-utterance in the dialogue processing method in accordance with an embodiment.

The dialogue system **100** may determine whether a passenger boards, based on the dialogue among the occupants in the vehicle and the vehicle operation information (**5500**). Particularly, the speech input processor **111** of the input

processor **110** may determine whether a passenger boards, by receiving the dialogue among occupants in the vehicle, and acquire characteristics such as speech characteristic, seating location, boarding time, and boarding location for each passenger.

The dialogue system **100** may determine whether the passenger characteristics are identical to the stored passenger characteristics (**5510**). Particularly, the speech input processor **111** of the dialogue system **100** may compare characteristics of passenger acquired from the storage **140**, with the passenger characteristics of the passenger determined to board, such as speech characteristic, seating location, boarding time, and boarding location.

For example, the speech input processor **111** may compare speech characteristic, seating location, boarding time, and boarding location of the passenger contained in the passenger information with characteristics of the passenger determined to board at the step **5510**.

When at least two of speech characteristic, seating location, boarding time, and boarding location of the passenger contained in the passenger information are identical to characteristics of the passenger who is determined to board at the step **5510**, the speech input processor **111** may determine that characteristics of the passenger determined to board is identical to the passenger information.

When comparing speech characteristic, seating location, boarding time, and boarding location of the passenger contained in the passenger information with the characteristics of the passenger who is determined to board at the step **5510**, the speech input processor **111** may determine that it is identical to speech characteristic, seating location, boarding time, and boarding location with in the similar range of the certain section.

When it is determined that the characteristics of the passenger determined to board is identical to the stored passenger information (yes in **5510**), the dialogue system **100** may output the pre-utterance verifying whether the passenger is in the previous driving (**5520**).

For example, when characteristics of the passenger determined to board is identical to the store passenger information, the dialogue system **100** may output the pre-utterance verifying whether the passenger is the same passenger in the previous driving, such as "Are you 00?"

The pre-utterance determiner **151** may determine whether to output the pre-utterance based on the pre-utterance condition related to that characteristics of the passenger determined to board is identical to the store passenger information, based on the context information related to whether the passenger boards. In addition, when the context information related to whether the passenger boards satisfies the pre-utterance condition related to that characteristics of the passenger determined to board is identical to the store passenger information, the pre-utterance determiner **151** may determine that it is the pre-utterance context, and generate a pre-utterance trigger signal.

The pre-utterance determiner **151** may acquire a pre-utterance message corresponding to the pre-utterance context in which the passenger boards, such as "Are you 00?". When the pre-utterance determiner **151** transmits the pre-utterance trigger signal and the pre-utterance message to the dialogue input manager **111***c*, the dialogue input manager **111***c* may transmit the pre-utterance message to the dialogue manager **120**. In this time, the pre-utterance trigger signal or a signal indicating that it is the pre-utterance context may be transmitted with the pre-utterance message.

The dialogue manager **120** may generate a dialogue task for outputting the transmitted pre-utterance message, and transmit the pre-utterance message to the result processor **130**. The result processor **130** may output the input pre-utterance message, via the speaker **232**.

The dialogue system **100** may verify whether the passenger is in the previous driving by receiving the passenger's utterance in the vehicle (**5530**). Particularly, the dialogue system **100** may verify whether the passenger is in the previous driving by receiving the passenger's utterance corresponding to the pre-utterance message.

For example, the passenger may utter "yes" or "no" in response to the pre-utterance message asking whether the passenger is in the previous driving. That is, the passenger may utter a message including a response indicating whether the passenger is in the previous driving, in response to the pre-utterance message asking whether the passenger is in the previous driving.

When the passenger's utterance is input, the speech input processor **111** recognizes the input passenger's utterance in the vehicle. The passenger's utterance may be input through the speech input device **210** provided in the vehicle **200** or the speech input device **410** provided in the mobile device **400**.

The speech recognizer **111***a* may recognize the input user's utterance and output an utterance in the text form. The natural language understanding portion **111***b* may apply the natural language understanding technology to the utterance in the text form and output a result of the natural language understanding.

Particularly, the natural language understanding process may include performing morphological analysis on the utterance in the form of text, and recognizing whether the passenger is in the previous driving based on the result of the morphological analysis.

Accordingly, the passenger determiner **111***d* of the dialogue system **100** may verify whether the passenger is in the previous driving, based on the dialogue among the occupants in the vehicle.

When it is determined that the passenger is in the previous driving, the dialogue system **100** may generate the passenger number information based on the dialogue among the occupants in the vehicle and the store passenger information (**5540**). That is, when the passenger number information is generated based on the dialogue among the occupants in the vehicle as mentioned at the step **5540**, the dialogue system **100** may additionally consider the stored passenger information.

For example, the passenger determiner **111***d* of the dialogue system **100** may estimate the change in the number of passengers at the stop-over point based on the output of the natural language understanding portion **111***b*. Particularly, the passenger determiner **111***d* may estimate the possibility of each passenger exiting the vehicle and the possibility each passenger of re-boarding the vehicle after exiting based on the dialogue among the occupants in the vehicle, and estimate the number of the boarding of the prospective passenger based on the call conversation in the vehicle.

When estimating the change in the number of passengers based on the dialogue among the occupants in the vehicle, the passenger determiner **111***d* may increase the accuracy of the estimation result of the change in the number of passengers by using the exit time information and the information related to location for exiting the vehicle in the stored passenger information.

Particularly, when it is estimated that the passenger will exit at the certain stop-over point, based on the dialogue among the occupants in the vehicle, the passenger determiner **111***d* may verify the exit time and the location for

exiting the vehicle in the previous driving, by using the exit time information and the information related to location for exiting the vehicle in the stored passenger information.

The passenger determiner **111***d* may determine whether the estimated certain stop-over point at which the passenger exits is identical to the exit location in the previous driving, based on the dialogue among the occupants in the vehicle.

When the certain stop-over point, at which the passenger exits and which is estimated based on the dialogue among the occupants in the vehicle, is identical to the exit location in the previous driving, the passenger determiner **111***d* may generate the passenger information by using the estimation of the change in the number of passengers that is estimated based on the dialogue among the occupants in the vehicle.

When the certain stop-over point, at which the passenger exits and which is estimated based on the dialogue among the occupants in the vehicle, is not identical to the exit location in the previous driving, the passenger determiner **111***d* may verify whether the exit location is the certain stop-over point, by uttering the pre-utterance to the passenger, and generate the passenger information by using the passenger's utterance.

As is apparent from the above description, according to the proposed dialogue system, vehicle and method for controlling the vehicle, it may be possible to provide the service that is appropriate for the user's intent or that is needed for the user by precisely recognizing the user's intent based on a variety of information such as dialogue with the user and vehicle state information, driving environment information, and user information during the vehicle drives.

In addition, it may be possible to estimate the possibility of each passenger exiting the vehicle and the possibility of each passenger re-boarding the vehicle after exiting based on the dialogue among occupants in the vehicle while driving, so as to guide the passenger so that the passenger exits at a location that is desired by the passenger and also to prevent the distraction of the driver in the driving.

Although a few embodiments of the present disclosure have been shown and described, it would be appreciated by those skilled in the art that changes may be made in these embodiments without departing from the principles and spirit of the disclosure, the scope of which is defined in the claims and their equivalents.

According to the proposed dialogue processing apparatus, vehicle having the same and dialogue processing method, it may be possible to provide the service that is appropriate for the user's intent or that is needed for the user by using the dialogue processing method that is specified for the vehicle.

In addition, it may be possible to provide the service that is needed of the user, by considering a variety of contexts that occur in the vehicle. Particularly, regardless the user's utterance, it may be possible to determine the service that is needed of the user based on the context information or the driver information collected by the dialogue system **100** and proactively provide the service.

DESCRIPTION OF SYMBOLS

100: dialogue system
110: input processor
120: dialogue processor
130: result processor
200: vehicle
210: speech input device
220: information except for speech input device
230: dialogue output device
280: communication device

What is claimed is:

1. A dialogue system for a vehicle comprising:

an input processor configured to receive a dialogue among occupants of the vehicle including a driver and at least one passenger, to detect vehicle operation information, to identify the at least one passenger based on the dialogue among the occupants or the vehicle operation information, to generate passenger number information which estimates a change in a number of passengers in the vehicle based on the dialogue among the occupants when the vehicle arrives at a stop-over point, and to acquire a pre-utterance message according to the passenger number information; and

a result processor configured to output a pre-utterance according to the pre-utterance message,

wherein the pre-utterance message indicates at least one of: a possibility of each of the at least one passenger exiting the vehicle at the stop-over point, a possibility of each of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point, and a possibility of a prospective passenger boarding the vehicle at the stop-over point.

2. The dialogue system of claim **1**, wherein the input processor comprises:

a speech input processor configured to determine whether the at least one passenger boards the vehicle based on one or more speech characteristics of speech of the at least one passenger contained in the dialogue among the occupants; and

a context information processor configured to determine whether the at least one passenger boards the vehicle based on the vehicle operation information.

3. The dialogue system of claim **2**, wherein

when it is determined that the at least one passenger is boarding the vehicle, the input processor is configured to acquire a pre-utterance message corresponding to the boarding of the at least one passenger, to receive an utterance of the at least one passenger related to the pre-utterance message, and to identify the at least one passenger by applying a natural language understanding algorithm to the utterance of the at least one passenger, and

when it is determined that the at least one passenger is not boarding the vehicle, the input processor is configured to acquire a pre-utterance message corresponding to the non-boarding of the at least one passenger, to receive an utterance of the driver related to the pre-utterance message, and to verify a presence of the at least one passenger by applying a natural language understanding algorithm to the utterance of the driver.

4. The dialogue system of claim **1**, wherein

the input processor is configured to determine the possibility of each of the at least one passenger exiting the vehicle at the stop-over point and the possibility of each of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point by applying a natural language understanding algorithm to the dialogue among the occupants, and to generate the passenger number information based on the determined possibility of the at least one passenger exiting the vehicle at the stop-over point and possibility of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point.

5. The dialogue system of claim **1**, wherein

the input processor is configured to receive a call conversation in the vehicle, to determine the possibility of the prospective passenger boarding the vehicle at the

stop-over point by applying a natural language understanding algorithm to the received call conversation, and to generate the passenger number information based on the possibility of the prospective passenger boarding the vehicle at the stop-over point.

6. The dialogue system of claim **4**, wherein

after the vehicle departs the stop-over point, the input processor is configured to determine the change in the number of passengers in the vehicle based on the dialogue among the occupants and the vehicle operation information, to compare an estimated change in the number of passengers in the vehicle based on the passenger number information with the determined change in the number of passengers, and to acquire the pre-utterance message based on a result of the comparison.

7. The dialogue system of claim **6**, wherein

after the vehicle departs the stop-over point, the input processor is configured to acquire the pre-utterance message to determine the change in the number of passengers in the vehicle, to receive an utterance of the at least one passenger related to the pre-utterance message, and to determine the change in the number of passengers in the vehicle by applying a natural language understanding algorithm to the utterance of the at least one passenger.

8. The dialogue system of claim **1**, further comprising:

a storage configured to store driving related information of the vehicle and passenger information of each of the at least one passenger when the vehicle stops driving.

9. The dialogue system of claim **8**, wherein

the passenger information includes at least one of passenger identification information, speech characteristic information, seating location information, boarding time information, boarding location information, exit time information, or information related to location for exiting the vehicle.

10. The dialogue system of claim **8**, wherein

the input processor is configured to receive the dialogue among the occupants and the vehicle operation information, to determine whether the at least one passenger boards the vehicle based on the dialogue among the occupants and the vehicle operation information, to determine whether a characteristic of each of the at least one passenger corresponds to the passenger information, and to acquire the pre-utterance message by verifying whether a first passenger having a characteristic corresponding to the passenger information participated in a previous driving.

11. The dialogue system of claim **10**, wherein

the input processor is configured to receive an utterance of the at least one passenger relating to the pre-utterance message, to verify whether the first passenger participated in the previous driving by applying a natural language understanding algorithm to the utterance of the passenger, and to generate the passenger number information based on the dialogue among the occupants and the passenger information when the first passenger participated in the previous driving.

12. A dialogue processing method for a vehicle comprising;

receiving a dialogue among occupants of the vehicle including a driver and at least one passenger;

detecting vehicle operation information;

identifying the at least one passenger based on the dialogue among the occupants or the vehicle operation information;

generating passenger number information which estimates a change in a number of passengers in the vehicle based on the dialogue among the occupants when the vehicle arrives at a stop-over point;

acquiring a pre-utterance message according to the passenger number information; and

outputting a pre-utterance according to the pre-utterance message,

wherein the pre-utterance message indicates at least one of: a possibility of each of the at least one passenger exiting the vehicle at the stop-over point, a possibility of each of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point, and a possibility of a prospective passenger boarding the vehicle at the stop-over point.

13. The dialogue processing method of claim **12**, further comprising:

determining whether the at least one passenger boards the vehicle based on one or more speech characteristics of speech of the at least one passenger contained in the dialogue among the occupants; and

determining whether the at least one passenger boards the vehicle based on the vehicle operation information.

14. The dialogue processing method of claim **13**, further comprising:

when it is determined that the at least one passenger is boarding the vehicle, acquiring a pre-utterance message corresponding to the boarding of the at least one passenger; receiving an utterance of the at least one passenger related to the pre-utterance message; and identifying the at least one passenger by applying a natural language understanding algorithm to the utterance of the at least one passenger, and

when it is determined that the at least one passenger is not boarding the vehicle, acquiring a pre-utterance message corresponding to the non-boarding of the at least one passenger; receiving an utterance of the driver related to the pre-utterance message; and verifying a presence of the at least one passenger by applying a natural language understanding algorithm to the utterance of the driver.

15. The dialogue processing method of claim **13**, further comprising:

determining the possibility of each of the at least one passenger exiting the vehicle at the stop-over point and the possibility of each of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point by applying a natural language understanding algorithm to the dialogue among the occupants; and

generating the passenger number information based on the determined possibility of the at least one passenger exiting the vehicle at the stop-over point and possibility of the at least one passenger re-boarding the vehicle after exiting the vehicle at the stop-over point.

16. The dialogue processing method of claim **13**, further comprising:

receiving a call conversation in the vehicle;

determining the possibility of the prospective passenger boarding the vehicle at the stop-over point by applying a natural language understanding algorithm to the received call conversation; and

generating the passenger number information based on the possibility of the prospective passenger boarding the vehicle at the stop-over point.

17. The dialogue processing method of claim **15**, further comprising:

after the vehicle departs the stop-over point, determining the change in the number of passengers in the vehicle based on the dialogue among the occupants and the vehicle operation information;

comparing an estimated change in the number of passengers in the vehicle based on the passenger number information with the determined change in the number of passengers; and

acquiring the pre-utterance message based on a result of the comparison.

18. The dialogue processing method of claim **17**, further comprising:

after the vehicle departs the stop-over point, acquiring the pre-utterance message to determine the change in the number of passengers in the vehicle;

receiving an utterance of the at least one passenger related to the pre-utterance message; and

determining the change in the number of passengers in the vehicle by applying a natural language understanding algorithm to the utterance of the at least one passenger.

19. The dialogue processing method of claim **12**, further comprising:

storing driving related information of the vehicle and passenger information of each of the at least one passenger when the vehicle stops driving.

20. The dialogue processing method of claim **19**, wherein the passenger information includes at least one of passenger identification information, speech characteristic information, seating location information, boarding time information, boarding location information, exit time information, or information related to location for exiting the vehicle.

21. The dialogue processing method of claim **19**, further comprising:

receiving the dialogue among the occupants and the vehicle operation information;

determining whether the at least one passenger boards the vehicle based on the dialogue among the occupants and the vehicle operation information;

determining whether a characteristic of each of the at least one passenger corresponds to the passenger information;

acquiring the pre-utterance message by verifying whether a first passenger having a characteristic corresponding to the passenger information participated in a previous driving.

22. The dialogue processing method of claim **21**, further comprising:

receiving an utterance of the at least one passenger relating to the pre-utterance message;

verifying whether the first passenger participated in the previous driving by applying a natural language understanding algorithm to the utterance of the passenger; and

generating the passenger number information based on the dialogue among the occupants and the passenger information when the first passenger participated in the previous driving.

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